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Hongkong, 8th October, 1901.

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Hongkong, 10th October, 1901.

THE fact that the criticisms of the home Press on the Government's policy in South Africa are becoming constantly stronger in tone will cause no surprise. Though we have received but little telegraphic information of a definite character recently, it has been possible to gather from the items of news which reached us that something was seriously hindering LORD KITCHENEE's schemes for stamping out the remains of the conflagration. Telegram after telegram has told of attacks on isolated posts, on the railway lines or on the frontiers of the various Colonies. In many cases, in spite of the great disparity of the forces of the two sides in the field, the Boers have succeeded in outnumbering the British at one particular point, with the occasional result of making a considerable capture. On the other hand. captures of Boer parties of varying sizes have been frequent; but this was only to be expected. Against the guerilla tactics of his enemies it was the British Commanderin-Chief's only plan of campaign to surround the separate commandos and smaller bodies. Making all due allowance for the difficult nature of the country to be covered and the tenacity of the enemy, no one can say that the expedition of the British operations has been what was hoped for. Even where the important Boer leaders were reasonably supposed to have been "cornered" they have managed to break away, to reappear shortly as strong as ever The deduction from this is that either our strategy is inadequate and our troops inefficient or our numbers are insufficient to perform the work in hand. After the weeding out of generals which has made the South African War so much a grave of reputations, and the tributes which critics not inclined to be friendly have paid to our men, the former alternative cannot be taken as satisfactorily explaining the situation. Insufficiency of number appears superficially a curious explanation, in view of the limits of the Boer resources, but nevertheless it is evident that the authorities are convinced that it is here where we are at fault. Nine transports of reinforcements are due to leave England by the end of the present month. The apparent indifference of most of the conspicuous Ministerialist politicians, of which the 2 mee has complained, seems to his wounds, making a total of three deaths.

It is probable that LORD KITCHENER has urged the necessity of an increase of force, for this, in conjunction with the attitude of the Ministerialists, would serve to explain the reported friction between the Commander-in-Chief and the War Office, denied. but not convincingly, by the latter. Possibly too the outspoken criticism of the home Press, Government and Opposition alike, has not been without its effect. In any case, the result will serve to relieve despon-

dency over the protraction of the struggle.

In the meantime the actual news from the front is of a more inspiring nature than it has been of late. Kritzinger's desperate attempts once more to cross the Orange River and penetrate into Cape Colony have sed with loss. The capture of table commandants is reported. lling movement is taking place output lately. th-eastern Transvaal. The Boers been busy on the Zululand cluding probably those who made attack on Colonel KEKEWICH'S apparently shut in by a cordon troops. As Commandant Botha hose so betumed in, it is devoutly d that General Lyrrelyon has mand a sufficiently strong force The capture of Botha would e guerilla struggle; but it would ly have a most striking effect. ose of the prominent Beers who rred to continue the fight rather at case in Europe, Botha stands nently. He does not inspire the his foes which several Boer comhave been able to inspire, for absolved for complicity in several In addition to Wines of our own bottling, discreditable deeds. He is, however, one of the ablest generals with whom we have come in contact in South Africa, and in the present guerilla strife has made for himself a remarkable name.

> ing is that we have heard nothing of the predicted embitterment of the struggle Per Case of after the 15th of September. We have still to see what the war correspondents have to say, but by telegraph at least there has been no indication of the departures from civilised warfare which were threatened by some of the Boer leaders. On the 4th ult., REUTER's telegram informed us that the Boer leaders in Cape Colony had decided that all Colonials found in arms after the 15th would be shot. If they ever came to this determination, they have apparently recovered their sanity and decided not to render themselves liable to be hung as murderers. Nevertheless, it is beyond a doubt-even Continental critics allow thisthat the treatment of the guerillas has so far been not merely humane, but criminally weak. The letter on "Guerillas and Derailing," which we reproduced from the Times yesterday, will no doubt have been read with interest. The case for stronger measures is succinctly stated therein, and no one who is not a W. T. STEAD can deny its cogency. For all the outery against LORD KITCHENER by the "peace party," he has proved himself, like other British generals, merciful to the extent of sacrificing occasionally his countrymen for fear of excessive severity to their foes. The mistakes of this policy are now obvious.

> > The U.S. transport Zofiro left yesterday for

The British hospital-ship Carthage, which arrived from Shanghai yesterday afternoon, had to take refuge off Gutzlaff Island from a

At to-day's hockey match between the Indian Brigade and the Royal Artillery, by kind permission of Col. Baillie and Officers, 22nd Bombay Infantry, the band will play at Kowloon at 4.45 p.m., and the Officers of the Brigade will be "at home?" to their friends.

Some sort of supervision should be placed over the production of the locally made "safety" matches. Within the last two days three cases have come before us of persons having had their hands severely burned through these wretched inflammable matches igniting on the boxes being opened.

Mr. James W. Davidson, the United States Consul at Tameni, was in Singapore last week en route to Formosa, after a visit to the United States on long leave. He has arranged in London the publication of a book on Formess which should be of value as Mr. Davidson is an able and independent writer.

Governor Birch of British North Borneo has visited the Sultan of Brunei. They are said to have conferred on the subject to the British North Borneo Company renting two districts from the Sultan. The latter is said to be willing on condition that the local chiefs agree to the proposal.

As our readers may remember, a double murder was committed on the 13th August The Weights and Measures Ordinance, 1885. last at Capsuimun, robbers entering a house and killing father and son, while they severely wounded the mother and another son. The two wounded were brought over and placed in the Government Civil Hospital, where the mother recovered, but the boy succumbed to have been shaken by some means or other I The murderers, we understand, are still at large.

The Italian cruiser Stromboli, arrived at Singapore from Bangkok during the night of the 30th ult. and anchored in the reads. She has proceeded to Colombo.

A company, with a capital of \$50,000, has been formed in the Negri Sembilan to run a motor car service between Seremban, Kwalla Pilah, and the chief mines there.

The Resident-General, Straits papers report, has sanctioned a cadets' conference. The cadets have certain grievances and the Federal Government desires thus to meet them as far as

Trade in Labuan appears to be going ahead, four North German Lloyd steamers being in port there in one day. The ocal-mines of Labuan and Muara have been increasing their

Mr. H. I. Chope, the representative of the P. & O. Company at Singapore, is no longer Acting Agent there. The "Acting" passes from Mr. Chope's title, and he is now full Agent for the Company.

The case against William McGann, an Irish-American, of voluntarily causing burt to Shaik Mahomedsah, the Sailors' Home watchman at the Boer leader from extricating | Singapore, by stabbing him with a penknife, ce more from an almost untenable has resulted in McGann being sentenced to five months' rigorous imprisoment.

Admiral Lord Charles Scott, Commander-in-Chief at Devenport, recently took part in the passing out of cadets on the Britannia at Dartmouth. The examination has been more interesting than usual, owing to the fact that Prince Vudhigai, of Slam, was among those examined. He is the second of the Siam princes to pass through the Britannia examination in recent years. He did not do so well as his elder brother, who came out nearly at the top of the list, but he obtained 1,281 marks, as compared with 1,404 scored by the top cadet, and 845 by the lowest. Had his name appeared in the list with the other cadets he would have stood thirty-second out of sixty-four. A satisfactory feature of the recent fight.

> A majority of the American Naval Board on Construction has reported in favour of the abolition of conning-towers in future designs. The reasons for this somewhat startling innovation are based upon experience gained at Santiago and Manila. Captains found that they could see little or nothing from the towers, and were forced to the bridge or top in order to handle their ships. It remains to be seen whether any action will be taken upon this report. At Santiago and Manila the Spanish gunnery was so deplorable that the American captains were safe anywhere, but the same would certainly not be the case in an action between an American and a French or German squadron. Moreover, all foreign Powers continue to use the conning-tower.

> It appears from Singapore contemporaries that Private James McIntosh, of the local Volunteers, was sued by Colour-Sergeant Sharp, on behalf of the Commandant of the S.V.C., in the Court of Requests at Singapore, on the 2nd inst., for the recovery of \$25, the amount of capitation grant due under the rules of the S.V.C., for failing to comwith the requirements for efficiency. The defence was that the defendant had never been medically examined by the Hon. Surgeon, and that he had never been sworn in as a Volunteer, in accordance with the Volunteer Ordinance, and never attended a single drill. The Commissioner after hearing the evidence, held that the defendant was not a Volunteer, and dismissed the case. Another case, J. Forbes, of the same corps, was similarly sued. His excuse was that he had never been sworn in, and had no time to attend the drills. being employed at the New Harbour Dock. He was ordered to pay the fine. Gunner Wafford, S.V.A., was also sued. His defence was that he had sprained his ankle, and that he was formerly transferred to the reserve, and only lately rejoined. He also pleaded that he was never sworn in. He was fined \$25.

#### HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-day, at 3 p.m.:

1. Financial Minute. (No. 61.)

Business. ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance for promoting the Revision of the Statute Law by repealing Enactments which have ceased to be in force or have become unand by making Amendments in various Ordinances.

2. First reading of a Bill entitled An Ordin-

ance to further amend the Law relating to 3. Second reading of the Bill entitled An Ordinance to apply a sum not exceeding three

million seven hundred and thirty nine thousand three hundred and twelve dollars and twenty-six cents to the Public Service of the year 19 2. 4. Second reading of the Bill entitled An Ordinance to amend an Ordinance for the better securing the Peace and Quiet of the Inhabitants of the Town of Victoria and its vicinity during

the night time. (No. 17 of 1844.) 5. Committee on the Bill entitled An Ordinance to amend the Merchant Shipping Consolidation Ordinance, 1899. (Ordinance 36 of 1899.)

Ordinance to amend An Ordinance entitled (No. 2 of 1885.) 7. Third reading of the Bill entitled Ordinance to amend the New Territory Land Court Ordinance, 1900. (No. 18 of 1900.)

C. CLEMENTI. Acting Clerk of Councils.

N.B .- A meeting of the Finance Committee will be held immediately after the Council.

#### TELEGRAMS.

"DAILY PRESS" SERVICE.

THE WAR IN SOUTH AFRICA.

FROM OUR CORBESPONDENTS.

LONDON, 8th October, 7.30 p.m.

THE CASE AGAINST KRAUSSE.

The Crown case against Dr. Krausse, ex-Governor of Johannesburg, is based on the defendant's correspondence. A letter from Krausse to Leyds reveals the fact that the defendant utilised the armistice before the surrender of Johannesburg to remove the treasure for the purpose of assisting the Boer forces. A letter to Drocksma incites the murder of Mr. Forster, President of the South African League.

#### GENERAL NEWS

London, 8th October, 7.30 p.m.

DEPARTURE OF THE "CRESSY." China Station.

THE COTTON MARKET.

In Liverpool cotton good business ha been done at easier rates. The Egyptian crop promises well.

REUTER'S SERVICE.

LONDON, 7th October.

RE-INFORCEMENTS FOR SOUTH AFRICA.

The War Office has arranged for nine transports to convey re-inforcements to the Cape. The vessels are to sail before the 30th

THE PRESS AND THE WAR. The newspapers continue the campaign against the Government in relation to the war. The language is daily becoming stronger.

LONDON, 7th October.

#### OBITUARY.

The Ameer of Afghanistan is dead. THE WAR-BOTHA HEMMED IN General Lyttleton is conducting a big mo ment in the South-eastern Transvaal, with view of coralling the Boers, whose main body, under Commandant Boths, is now within the cordon pressing north from Zululand.

LONDON, 7th October.

FRANCE AND TURKEY. The Temps publishes a French Note to the Porte, demanding the immediate payment the Lorando claim.

CHANGE DOINGS. The Morrow of September Settlement

Hongkong, 1901. "Reverse the spell," he cries,

" And let it fairly now suffice, The gamble has been shown.' Another heavy load, and, judging from appearances, the last of its kind, for a time a all events, has been lifted off the market with the close of this settlement, which however did not pass without causing considerable damage, particularly to the small fry. Very 'aw, indeed, of this class of operators have c me out of the fray with a whole skin, while on the other hand, a goodly number perhaps have no skin left. Some instances have also been reported where engagements could not fully be met, and a compromise had to be arranged. In spite of this, however, we were not so badly off as our friends up north, where, it has been reported, several rash operators were "hammered," and it cannot, therefore, be a matter of surprise that since the August settlement there was a great falling off in prices on the Righto of the Model Settlement, followed by an almost entire suspension of business, the principal cause for which state of affairs being, as it was here, the heavy drop in Dock shares. But whereas the fall in our Docks was limited to about \$50 per share (heavy enough in all conscience) and our market was able to withstand the strain tolerably well, Farnhams dropped the alarming figure of about \$100 per share and played the very "old Harry' with the northern market. In fact, it is not unlikely that our market suffered not a little It is a tribute to the political skill of Paterno, him to figure at some time in official extenditions. in consequence of the shaken confidence thus that although he was universally denounced by A following is necessary to his political being. brought about up there. It is a curious coin- the natives for his action in aiding Spain to There will always be natives to sufficient number cidence that the same kind of stock should have trick the native leaders into a treaty, by pro- trick the pasture of patronege to support been the cause of the trouble both in Shanghai mise of substantial payments of money, the a faction in opposition to the government. If and Hongkong. We may, nevertheless, console | deputies to the first Insurrecto Congress, in | Paterna can keep humself at the head of some. ourselves with the fact that things might have September 1898, elected him President of that things he will doubties took that his turn may been worse. At the time of the month when it body. His presence of mind did not desert him the first hope is to be in line for favour. If was expected that the most acute stage would even in that exalted station. Indeed he seemed to be supported at the entry of the seemed. be reached, that is when the month was just specially alert there in watching and guessing a mance in that respect appear now remote. 6. Third reading of the Bill entitled An out of its teens, matters began to assume a how the cat would jump, and when the transfer probably does not know that he has different aspect. a general demand set in. American troops invested the rebel capital and remon to authorn. With all his advotiness in and all available stock on the market was moved northward, a longing to escape the dealing was Epantards and natives he retained rapidly taken up. Docks had then touched turmoil of futile strife and to enjoy once more inclined are quite surrepublicant and his content of the content of their lowest figure, 8270, but did not remain home quiet possessed him, and he made his way | carlier accouses were not calculated to leave long at that rate, and by settlement time were back to Manila. He gathered a following here, him with depressions of himself. up to \$282), while at time of writing shares and soon after the arrival of the present Civil The fondiness for titles displayed when he wished are hard to obtain at \$290. Quite a consider- Commission he appeared before it to propose Epsin to remark him with nobility, has not able business has been done forward, from that the role of mediator, in which he had yet been endiented. Unly the other day he December and up to March. Of course, this figured with Spain, presumably to his personal suppeared before the Commission and suggested

than it was a while back. It may not be out of cortes. He falled to improve the Emerican place to mention here that Farnhams have also taken a big spurt, while business generally up Governor General, and then had recourse to a north has been quits lively of late. Banks have newspaper, whose excuse for Subdication was to been solid and steady the whole month through, keep himself in public and official view and to sellers ruling the market and succeeding in check the scannes of other native ambitious establishing a substantial rise without having in politics. When official favour smiled moun to part with many shares. The closing rate is \$6174 firm. Sugars have, without a doubt, covered that the next of the islands was taken the majority of operators by surprise, subonomy, and it has more than been studiously when all of a sudden a determined enquiry pushed the rate up from \$135 to \$150. As usually happens in this stock, our Shanghai friends had the lead of us in being first in the market. They managed to secure a fair number of shares from this market, both cash and forward, on rather cheap terms, before it was realised here that there was something up. him in the background in this movement, while On dit, the company's profits so far have been others have been the spokesmen. The editor phenomenal. Indos slackened a little when of another newspaper served as his agent is Shanghai threw a few lots on the market bringing the new party to the attention of This, however, they may have done as a blind, those in authority. This parson had no envisble for they quickly faced about and began buying task. His notions about a stonomy at rapidly advancing rates, which rose from obscure as any that Pater at the party of \$134 to \$145, closing very firm. As the northern silvocated, and in drawing and from supplies operators are the principal holders of these rather more prying than had been shares, our market was very soon cleared of all into the meaning of the term, the took was use available scrip. The Douglas report and state- in the declaration that the party was founded ment of accounts was published during the on the Katipunan, which he declared to be yet month, but it does not appear to have given existing, to be 400.000 strong and to be entire satisfaction, as shares were freely offer. united as ever in behalf of mative walters. Katiing since, \$44.60 cum div. having been punan was alroad word with which to conjure accepted. China Manilas appear at last to be in other years. It implied secreor, mystery, coming into favour, being enquired after at and a power to be dreaded. The word means a \$59. Lands changed hands in large quantities league. When the triary denounced it to the H.M.S. Cressy departed to-day for the at advancing rates, from \$190 to \$194. Mining, Spanish authorities, they made it appear that after a long spell of inactivity, came in for a lit was a league for intrigue and assassination : fair demand from Singapore. The stocks thus a branch of free masonry, with marderous favoured were Ranbs and Jelebus. The former | designs upon the pristillood and upon the has shown a good crushing, vis., 2200 oz., the seents of the government. Whether or not biggest we have had in a long time. The rise these were the purposes of its organisation. was from \$12 to \$14, at which latter rate they close easy. Jelebus spurted from \$44 to \$61, but fell back to \$51, closing weak.

POLITICS IN THE PHILIPPINES.

FROM A CORRESPONDENT.

Manila, 5th Setember.

THE NATIONAL PARTY. Surmise will not go for astray which attri-

butes to the National Party, now advertising. itself with a declaration of principles, the aspirations of "outs" in Philippine politics who wish to become " ins." The party had to declare for something, and so chose to rally around autonomy, a term as clastic in these islands as anywhere else. If in spite of a belated appearance in the open field, the party may so far forestall Federal plans as to save for itself some of the nuggets from the official mine that the Federals are working, autonomy will mean little more than the measure of self-government which the municipal and provincial laws already provide. Should the Federal leaders continue to absorb all the good things with which appointing power hopes to compose the native mind, autonomy may not stop far short of ndependence in its demands.

PEDRO PATERNO.

Politics is an occupation in which the native

of parts delights. It has often opened a way not only to fame but to fortune. Whatever the original resources of Pedro A. Paterno, the directing force behind the National Party. there would probably be trouble in gathering a consensus of public belief that in the devotion of his telents to the affairs of state his pocket. has suffered. Such money as Spain may have paid to get rid of the insurrecto leaders in 1897. when Aguinaldo and the rest moved over Hongkong, passed through Paterno's hands. According to the agreement between Governor-General Rivers and Paterno, the total sum was to be \$1,700,000, of which \$700,000 was for families of those, not insurgents, who had suffered from the effects of the insurrection, and \$800,000 was to be for the rebels in arms, one half payable. to Paterno in Hongkong by demand draft, and two cheques for \$200,000 each, payable when peace should be fully established. No record has ever been made public of the proposed disposition of the remaining \$200,000. Whether it was intended that this sum should cover expenses or be lost in the shuffle, may be left to conjecture, for the records made public are quite silent on the subject. The memorandum that did get into print provided expressly that the distribution of money should be left absolutely to the discretion of Paterno. Thus he reported, instead of \$400,000, the sum commonly is on record as saying that the sum entrusted to him for use in Hongkong was \$300,000. an appeal for a reward for his eminent services -the gift to be a title of Prince or Duke and Grandee of the First Class, and \$1,000,000 -he | record that Paterno has thus made, for he himset forth that he could prove that he had an in- self is not likely to repart it seriously wor as come of \$25,000, or more. Fortune had thus anything except a means of maintaining a facnot been unkind to him, whatever its source. I tion leadership and thereby persage enabling

those not of his following, his newspaper disvague in advocating it.

all free all their twentional and the place of the annual authorism exprises that

THE KAPIPUNAN. This course made so little bestwey for his plans, offices and honours falling invariably to the other side that a party organisation scemed cesential. He is quite averse to hiding himself, but sufficient ressons, supersuly, have kept they may well have been shopted for the wholesale agreets which occurred at the instance of the priests, the executions and deportations that followed, the confiscation of property and . ... ruin of families in the train of these proceedings. and the other fresh tyraniles imposed under cover of punishment for treason and for plots to overthrow church and state and against loval lives, could have have had no effect more natural than to drive to desperation the nativetemper and good the Kati time into living up to its reputation.

What the Katipunan may have been, original. ly or in its development, is of no importance in the present administration of affairs. Nothing has occurred under American government to justify its existence, and least of all in the last year. There are men here awaiting trial for plotting an outbreak. At the time of their arrest recently, they let it he understood that they were selling under the Katipunan and that the masses of the people were behind them. Scarcely anyone attached credence to this statement, the common delief teling that here were a few tapatice who imagined that they had a mission to strike at authority and word willing to suffer death in the laops of winning renown as martyrs. Their relationship to the Katipunan excited much the same comment that applies to the vagabonds who appear now and then in peaceable districts and exact tribute in the guise of insurrectos

COMMISSIONER WEIGHT. When the agents of Paterne, however, attempt to revive the Katipunan as a power in politics, declare themselves its representatives. and undertake to secure for it official recognition, Commissioner Wright, before whom the committee of Nationals liest appeared, thought it time to stamp with official disapproval once for all the scheme of managing politics through a secret society. He let the committee understand that according to the American view that way of dealing with public concern was wholly bad, and hence could expect no sympathy or toleration from those in authority. The National spokemen explained at length that action hereafter would be quite open, as he had so advised the various lodges and they had all agreed, but the prospect was not only too verbose to be wholly predited but it left the impression that he had meanmed to speak in a capacity more widely representative that the facts warranted. His notions of autonomy, whatever they may have meant to himself could not suggest an improvement apon the work already done toward solarging the scope of popular goverment, although he did not regard the laws so far put in operation, as affordings as ample authority as the natives wising or as promising the ultimate independence of the Philippines, acted within his rights if he handed to Aguinaldo, | under the protectorals of the United States. in Hongkong, \$200,000, as has been lately He was natly informed by Communicator Wright and afterward by Governor Taft, that the credited to that transaction. Paterno himself sovereignty of the United States, in the islands. must be seespted without question and reald In not be discussed. PATEREO S. KILL

There need be no sencera over the needs

that persons proposing important public too | the likelihood that it will be wise to I public meeting. His returnion of the leader hip of the National Party, in the face of that exhibition, may be taken as a Jorgest, so far as the working of the native mind may be divined. of what might happen in a Philippene Republic were such a man to have voice in its control. A PRACTICAL MAN.

As with others of his race, the theories Paterno do not handlosp his regard for practical personal benefits. His newspecies may denomice the other side, and invided tally there is authority. Itmay not do for him in his platform, ar otherwise in political profession to wheat that American rule holds out much hope for the people of his race, Lot deplorable as and existing conditions, he section to think them quite in wounded to the advancement of his private fortune. Two civil engineers, just returned from an inspec. tion thip into the cantern and morthern parts of this island live with their specimens of coal and of gold-bearing Translat They say they Principe and Inchel Provinces large spel deposits of good quality. "Whereever they want in those provinced they were confronted with documents, purporting to be from Paterno. to the effect that he had aspaired an estate in the lands and warning all persons against treepage. Mining titles are not your outh examination, but presumably Paterno II one of thousands who filed claims when American conquest seemed assured, in the belief that if they could secure official certification, that povernment would profect title and manre bonadts against all comers. It may be doubted if Paterno's faith in the protection of his rights would be as firm as now were there a prospect of a transfer of government to his own kind or after his own feshioning. He is a believer in the doctrine that patriotism is patriotism and business is business and that the two have no necessary THE FEDERAL PARTY.

It will not do to trust impleitly to the Federals as unchanging allies of the new rule. Their leaders figural less conspicuously per haps than did Paterno in the affairs of other days, but political chance did that for them, rather than a disposition to let Paterno outshine them. A recent order from Spain withdrew decorations that had been conferred upon Dr. Tavers. President of the Federal Party and now one of the Legislative Commission, at \$5,000 per year. In a trip of seven weeks through the southern islands with the Civil Commission, he permitted himself to introduced at nearly every meeting as a man who had consented to go on the trip out of pure patriotism, to the neglect of his valuable, private practice. The speeches that he made at That thy heart has been hard against me, and these meetings burned with Americanism, destined to redsom and elevate his people. Opinions do not agree as to the value of his private practice, but there is no doubt that he was intensely, Spanish while Spain ruled, that he became insurgent and enjoyed honours in that quarter until it was apparent that improceedien could not withstand American occupancy, and that when the spirit of democracy possessed him, it did not occur to him to give up the decorations with which Spain had invested him On that southern trip, he was called into conference frequently with the Commission, and native provincial appointments were usually those suggested by him. The private practice which he had sacrificed in order to make the trip continued to suffer neglect after his return for a visit to the Painte at almost any time would naually find him there in conference with Federel aspisants for place or with some of the Commissioners. Waether his nation is had become well or died from this lack of attention, he continued through the number to neglect them, while making exonraions on peace missions into Ingune Province where Ciller had been operating. There stand to his credit for this sacrifice of salf more appointments in the provinces then any other man can beast, and a position as exalted as possible in mative eyes, with a salary attached that is doubtless larger than the income which any physician in the Philippines ever enjoyed.

THE PURCES OF PILIPING FOLITICS. There is settainly no reason to single out the Philippines for examples of unselfish devotion to a came of government for it is as rare there as sisteriore. Hence a possible multiplioution of resembling design on which inforence may more could accomplish little except to expose the warries of human sinc in this line of offert. Hince the government will be judged by its accomplishment rather than by the side intricties and disappointments and successes of individuals: comment wrons party leaders or organizations is important seely to show how little relience may be placed upon those who curry with authority, and how the burden of government and its progress in the ways of the new soveredgaty must for all present purposes rest with those sent out to supertise and direct white The welfare of the usand wests ultimately with the masses, ignored in other years like so many eattle. Their disposition fortunately is not unfriendly. They may be led by their own more readily than by the whitee, On that account it is probably good politics to let the past take care of itself and not scrutinise the present ton closely while the machinery of government. works out a standard of intelligence on which the future may build well. There is less to mentions in the appointment to high stations of a men who fought for their convictions and gave in only when bestem than of those who The tare never to insur personal risks. The determinent of province entrusted to the Charge of insurgent generals deet ast soom yet. well supplied to manufact the less meeter to be 10 whetet least -- Em D.P.

Projection of Designation of the Property of t the particular will money and state the state of the College for them or solled because he Little office said pays that, having finished his tion suffered abrupt carried out to the work he visites only to retire in quiet to his form in Cavite. Cincinnatus has been gotting undue credit in history if he went back to his plough for the same reason that Callles wishes to avoid the province in which his operations compelled the admiration of his American opponents. But there are generals who did not become wealthy by insurrection, and who can take up civil rule where they lought without fear native assassins. Such men ought to be a help in bringing peace and prosperity to the people. There is nothing that the masses wish so devontly as a cessation of strife. The recent trip of the Commission through the north showed how ardent and universal is this wish. Partly leaders may plan and scheme and clash and do what they please at Manila if they will only permit an end to the course of robbery, murder. and devastation which has paralysed industry. It will be enough for the masses if they may enjoy in their homes the order and protection which government should afford them. When they shall be convinced of power enough at Manila to insure them such protection, the leaders whom even now they would blindly follow would find few responses to a call for another insurrection.

#### CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents. THE AMEER OF AFGHANISTAN.

TO THE EDITOR OF THE "DAILY PRESS."

9th October. Sim, -- In your leaderette on the late Ameer of Afghanistan you give expression to a different opinion as to his merits to those of other people who knew something about him, and I enclose a copy of verses by Sir Alfred Lyall, K.C.B.. Lieut.-Governor of the Punjab and Scind. who had good reason to know the late Ameer. you can give room for them, they will express the character of the dead potentate much better than people could who did not know him so well as Sir Alfred Lyall. Kipling was writing on fairly good information when he penned the "Ameer's Mercy."-Yours, etc.,

(Enclosure.)

#### THE AMEER'S MESSAGE.

BY SIR ALFRED U. LYALL, K.C.B.

Abdurrahman, the Durani Khán, to the Ghilzaie Chief wrote he:

God has made me Ameer of the Affghins, but thou on thy hills art free. rule by the sword and signet; I care not to flatter or bribe:

take nor fee nor service of the noble Chilzaie Nor pledge nor promise I ask of thee: -pardon if all men know

thy friend has been my foe. For the sons of Sher Ali are exiles, their best men broken or fled And those who escaped are homeless, and all

who remained are dead. Such is the work of the Merciful, whose will is to smite or to save: It is He gives wealth and vengeance, or tears

o'er a bloodstained grave. Now, while the swords are a moment still, ere labour. ever fresh blood shall run, I look for a wise man's counsel, and I would

that Affgháns were one. From Mery, last home of the free-lance, the Co.'s godown at Connanght Road. clansmen are scattering far,

So choose then of all my liegemen, or choose the godown. thou of all my host.

come of the Russian Tsar.

trustest most. Whom thy tribe has known and honoured, to who had already gone home. bring thee in safety and peace :

Phon shalt ride unscathed to Kubul, and the fend of our lives shall cease.'

The Ghilzaie chief wrote answer: "Our paths are parrow and steep. The sun burns flerce in the valleys, and the the bags, and the godown-keeper moreover arrested the towkay and took him prisoner to snow-fed streams run deep :

the Afridee: We harried his folk last springtide, and he cated with the secretary of the Company. keeps good memory. High stands thy Kabul citadel, where many have room and rest:

The Ameers give welcome entry, but they speed not a parting guest : So, a stranger needs safe escort, and the cath of a valiant friend. Whom shall I choose of those I know? Whom

ask the Ameer to send? Wilt thou send the Vazir, Noor Ahmed, the man whom the Ghilzaies trust? bold heart is dust.

Wilt thou send the Jamaheedee Aga, who was called from the western plain He left the black tents of his horsemen, and he led them never again.

Shall I ask for the Mollah. in Chuzni, to whom all Affghans rise? He was bid last year to thy banqueting-his soul is in Paradise.

Where is the chief Faizullah, to pledge me the word of his clan? He is for from his pine-clad highlands, and defendant. the vineyards of Kehistan:

He is gone with the rest-all vanished; he passed through thy citadel gate. Will they come now, these I have chosen? I another week. watch for their faces, and wait :

or the night-shade falls over Kabul, and dar is the downward track. And the guardian bills ring an echo of voices that wern me back:

Let the Chilsaie bide on his mountain, and depart, as thy message has said. When but one sure friend the Ameer shall

send-when the tombs give up their dead."

and Sir Alfred Lyall's poem, but we would \$5, the property of Mr. Jose Jiminez, an point out that we were considering the late engineer; then on the 3rd inst., he entered Ameer from the standpoint of his political No. 43A, same street, and walked off with an value for the maintenance of the peace of Cen-eight-day clock, a pair of binoculars, and tral Asia. Oriental and Occidental methods of sundry other small articles valued at \$30, the keeping the peace often differ, as do the ideas of property of Mr. Geo. Hardens, commission the virtues of Princes. Not even all Wester- agent; again on the 4th he re-entered the ners agree about Macchiavelli's advice to his latter house and stole a metal alarm clock and Prince. The merit of the Ameer is that he a needle-case, valued at \$5. guided a turbulent kingdom so long without Defendant, who admitted his guilt, was mishaff and femalined on terms with two power- given, two months hard labour and twelve

TO THE EDITOR OF THE DAILY PRESS.

T .. Oth Detober Sin, In the address of R.E. the Governor, Sir Henry Blake, to the Legislative Council at the meeting on Thursday, the 26th ult., His Excellency stated "That the present financial position of the Colony is satisfactory, and that on the Slat December, 1900, there was a balance of assets over liabilities of \$1,100,785.69, which does not include the value of silver at the Mint, \$40,415.82" (paid for I presume as i appears to be considered as an asset) -so that the actual balance of assets over liabilities was on 31st December last \$1,141,201.51. What is the necessity for such a large credit balance? and how is the money invested?

Surely it is not intended that the present residents in the Colony shall pay for all the intended new buildings-official ones and improvements of one sort and another—and that a loan will not be raised whereby our successors could pay their share of the permanent buildings and improvements of this Colony? The Chancellor of the Exchequer-in London-whenhe finds a balance at the credit of a year's revenue, and that a succeeding year will also probably leave a larger balance, immediately announces that certain Taxes and Duties will be reduced for the coming year.

Why is such not done here? The 13 per cent, per annum we have now been paying for some years and at present on rents which in most cases are nearly if not quite double what they were 5 years ago is a very heavy tax indeed, and a reduction I think should certainly be made in the above rate for the year 1902, and a larger reduction in future years if possible.

I shall be glad, as I am sure many other ratepayers also will be, if the Hon. T. H. Whitehead will ask some questions on the subject to-morrow by His Excellency the Governor's leave, as I am afraid that, as the second reading of the Ordinance comes on to-morrow. it will also be read a third time then, and passed. So if anything can be done in order to get the 13 per cent. reduced, urgency is needed .--

RATEPAYER.

#### POLICE COURT.

Wednesday, 9th October.

BEFORE MR. HAZBLAND.

ILLICIT AND NOT ILLICIT OPIUM. There were two cases of possession of illicit opium brought before his Worship. The first was of having one tael five mace of

prepared opium without a valid certificate. The possessor was fined \$30, or six weeks. In the second case a Chinese was charged with being in possession of a small quantity of prepared opium without the necessary cer-

On examination it transpired that defendant had received the opium from a friend, who again had received it as a present from the opium-

Defendant was accordingly discharged. LOTTERY TICKETS. P. S. 137 charged a Chinese with unlawfully selling "Wai Sing" lottery tickets, contrary to

the Colony's Ordinance. Defendant claimed that he was simply disbring down here as he was coming from Amoy. His Worship sentenced him to pay a fine of 825, or in default to suffer one month's hard

THEFT OF COTTON Three Chinese where charged with the theft of a bag of cotton from the Kowloon Godown

And the Turkman horses are harnessed to the bag in possession of another man, who claimed to have received it from three men employed at | pleased with the duty he had received, granted

One true man, loyal-hearted, whomever thou the three defendants, who asked him to have staked a bad coin on the board, they would not different ports in succession. Either our the cotton made into a quilt by another friend, pay the prize if the bad coin was on the win-The godown-keeper identified the cotton as they would take it. One of the Siamese Com-

belonging to the Company and the defendants missioner's men, however, staked a bad dollar

As the cotton apparently was of the best the Commissioner's man. The latter therequality, and appeared to have been pulled from unon called several Siamese policemen, who seemed anxious to shield the culprits, his the Commissioner's residence. A good many The fords of the Kabul river are watched by Worship said the case was very important Chinamen, wishing to see what would hapand he would remand it until he had communi-Later on his Worship sentenced the three they were near enough to the Commissioner's

labour each. LEAVING EMPLOY WITHOUT NOTICE. Mr. T. K. Dealy, assistant master. Queen's College, charged his house-coolie with leaving

his employ without reasonable notice. From the evidence it appeared that defendant worked as a substitute in place of another coolie who was sick, and wanted to leave before the other man came back, and then refused He has long lain lost in a dungeon, his true, to work on the plea that he was sick. Complainant wanted to take him to the Alice Memorial Hospital, but the coolin disappeared. Defendant claimed that he had been ill. and complainant kicked him twice and told him to

go away. Defendant then left. Complainant told him to come back for his wages. When he did so he was arrested. His Worship decided that there was no believe that the reason that the High Commis-

privity of contract between complainant and defendant, as the latter only acted for another feared that, if he did so, they might go to Bangman. Consequently he would have to discharge | kok or Singapore to make their complaints.

THE BRITISH DESERTER AGAIN Albert Hind's case of desertion from the West Riding Regiment was postponed for

HOMELESS AND FRIENDLESS.

Joseph Hall was charged with being vagrant without visible means of support. Defendant admitted being homeless, friendless, and moneyless, and was sent to the House of Detention. WHOLESALE BURGLAR.

Fong Sang, a Chinese lad of about sixteen, was charged with three burglaries. First, he entered house No. 43B, Praya East, 2nd floor We gladly publish our correspondent's letter | and stole a hammer and two locks valued at

I'm neighbours. This entitles him to the title strokes with a birch on each count, the sentences to be concurrent.

Chair lan a perpart to Mr. A. H. Skelton. robbed his master of a travelling watch valued

Accused claimed he had bought it, but failed to substantiate his assertions and was given his weeks hard labour.

OBTAINING MONEY DEDER FALSE PRETENCES Abdool Rahman, an Indian without employ ment, was charged with obtaining about \$600 nuder false protences from four other Indians in that he premised to obtain for them passages on one of Messrs. Butterfield and Swine's steamers to Australia

Concerned with above accused is another Indian named Mahomed, who, as defendant elaims, has the money, with which he absconded to Macao.

Mr. E. J. Grist appeared for the defence. Inspector Collett told his Worship that defendant obtained twelve sovereigns and two ten-dollars notes from one, seven ten-dollar and fourteen five-dollar notes from the second, and one hundred-dollar and four ten-dollar notes from another, on the 7th instant, on the Hongkong Cricket Ground.

The first witness, an unemployed watchman examined by Inspector Collett. testified having given defendant money to obtain for him a passage to Australia, as the latter Defendant gave the money to another man. named Mahomed who went in to Messrs. Butterfield and Swire's, ostensibly to get the tickets. After half an hour defendant told them he would go and look Mahomed He also failed to come back. At 5 p.m. sfternoon withess and his three friends defendant walking along Queen's Road. They asked him how about the money or tickets when he replied "What money?"

His Worship here remarked that he could not see where the false pretences came in. Inspector Collett thought that the fact of defendant promising to obtain a ticket and

failing to do so constituted false pretences. "His Worship: No. It must be a pretence to an existing fact. "I am a married man" may be a false pretence, but "I will marry you next week " is not a false pretence.

His Worship decided to adjourn the case for week, to enable defendant to hunt up and bring back Mahomed, who, his Worship thought was really the guilty man. Defendant was released on 325 bail.

A HUMAN GIMLET.

D. Crus, whose name is well-known at the Magistracy, promised eight Indians to obtain them passages to Australia, and took their money for the purpose. He failed, however, to procure the tickets, and after the matter had come to the ears of the police, returned the money to five of them. The other three then took Cruz to No. 2 Police Station, where the latter told the Inspector that he was willing and engine-room and stokehold instruction. to return the money, but it was in possession of another man at West Point, whither the Inspector told him to take the men. other man could not be found, and Indians, losing patience, took a few turns of a turban around Gruz's neck, and each hold ing an end commenced alternately pulling. causing Cruz to spin like a Chinese carpenter gimlet. Cruz yelled "murder," and the police coming on the scene arrested the two Indians. Yesterday afternoon Cruz failed to make his appearance, and the Indians were discharged. They at once applied for a warrant against Cruz.

#### ALLEGED ANTI-CHINESE OUTRAGE IN JALOR.

A correspondent sends to a Straits contemagainst Chinese in Jalor; a small state under

During the last Chinese New Year's festivi-

ties in Jalor the Chinese employed at a certain Chinese tin mine were granted permission by a further period, and the Commissioner, being his permission. The towkays of the gambling The receiver testified to having got it from establishments had notified that, if any person ning number, but if it was on a losing number the towkay would not pay any prise-money to pen to their friend, followed the police and their captive, but, unfortunately, when thieves and the receiver to two months' hard house, the Siamess armed police fired at them; and killed three. The rest fled in terror, with police in pursuit of them. Being afraid of being captured by the Siamese, many of the Chinese. did not dare to return to their homes, but fled from the country. Some went to Perak and some to Kedsh. Only a few of them were caught by the police. All property belonging to the Chinese was seized by the Siamese Commissioner's men, and these latter also outraged the wives of the Chinamen. This done, the Siamese took all the women's jeweliery they could find. Those Chinese who had been captured by the police were taken to Singora, where the High Commissioner for the Siamese Malay States resides, and are imprisoned there. If they were formally tried in a British Court the prisoners would not be found guilty. sioner would not let them go is because he

#### LATEST STEAMER MOVEMENTS.

The O. & O. steamer Doric, with mails, &c., from San Francisco to the 20th ult., via Honolulu, has arrived at Yokohama, and will leave for this port this morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

The "Glen" Line steamer Glenshiel, from Antwerp and London, left Singapore on the 8th inst., p.m., and is due here on the 14th inst. The N.P. steamer Duke of Fife arrived at Tacoma from Japan and Hongkong on the 7th

A little girl was just finishing her evening prayer when she abruptly asked her mother to please leave the room." Her mother wanted to know why; but the child made her understand that the rest of the prayer was of too personal and private a nature for even a mother to hear. Her mother accordingly withdrew; but the next night, when the same request was made, she in-"Well," said the little girl, after much persuasion, "I just wanted to give fanks for bein' lowed to steal some sugar th' other day!

#### THE BECENT NAVAL MANŒUVRES.

The have managures of 1901 are un doubtedly the most realistic we have had since we first began to try to approach the conditions of real warfare in these yearly exercises. To pass anything like a reliable judgment on the results of the several actions, and on the conduct of the various details of the manauvres would require access to, and a careful study of the umpires' reports, which themselves must be based to a great extent on theoretical grounds; but there are a few conclusions to be derived which he who runs may read. None of them are new to the student of naval matters, and most of them have been brought before the readers of this paper, but all should be well thought over by everyone who has the welfare of his country at heart.

The obvious fact has once more been emphasised that a homogeneous squadron of modern ships as represented by the X Fleet must always have great advantages over one such as the B Fleet, which, though more numerous, was inferior in practically every other respect. The corollary to this is that we cannot depend on being able to send our Channel lest to the Mediterranean unless the enemy's fleet in northern waters consists of ships in the same class as those which form our reserve

Our readers will, perhaps, be tired of the reiterated expression of opinion that, our scouting is sadly deficient, and that the creation of a special type of vessel for this purpose is urgently needed. The present manouvres have amply confirmed the correctness of this opinion. A valuable cruiser employed to carry news of he declaration of war was promptly captured A squadron of cruisers was led on to action with with a more powerful squadron because its advanced vessels, instead of being speedy and practically unarmed, were armed cruisers which considered it imperative to fight. In last year's naval manuseres it occurred more than once that when a rendezvous was changed the admiral had to leave a valuable cruiser at the first rendezvous to acquaint the ships that had been ordered to be there at a given time of the alteration that had been made. - Many other examples might be cited to show that for the tips, at all events, of the feelers of a fleet or squadron, and for many other duties, appeal rather than armament is required, the removal of the temptation to fight being in itself a great point in favour of a vessel on scouting, &c., duties. When we come to think that in war time such vessels might be manned to a great extent by officers and men-volunteers possibly with very little knowledge of anything bu seamanship, and that in peace time they would form invaluable schools for tactics, scouting, seems incomprehensible that we do not build' some, if only as an experiment.

The remarks that were made last year as to the insignificant part played in the manceuvres by torpedo-boats as such apply again this year. The time was so short, and the weather so foggy, that the torpedo-boats did not get a good opportunity for attack. On another occasion the fog might favour the torpedo-boats instead of the ships, and had the manceuvres lasted longer a very different tale might have been told.

The inadequacy of the means for coaling ships during manœuvres, and therefore in war time, was strongly insisted on by most of the correspondents, especially by those with B Fleet. This most important point, which is engaging the attention of foreign countries. especially of France, wants most careful lookporary the fellowing account of an outrage ing into. The larger the Navy the greater the difficulties, and arrangement which are tributing letters, which friends asked him to the Siamese flag in the north of the Malay suitable and sufficient for, say, the German navy, in which all this sort of thing is worked out in detail, would have, in our case, to be very considerably amplified, if not altered.

Though preparations were apparently made the Siamese Commissioner there to gamble for for a better co-operation of the naval and three days at a certain rate of duty or tax to be | military services, no real opportunity of testing paid to the Commissioner. The game they them occurred. This is very unfortunate, for, were carrying on was Poh. When the three as may be remembered, the arrangements last The constable gave evidence to finding the days had elapsed they applied for a license for year proved very unsatisfactory; and as the matter would be one of very great importance in war time, opportunities should be given, without waiting for general manouvres, for combined exercises to be carried out at the Channel or Reserve Fleet would be quite sufficient in itself to supply both the attacking and the naval part of the defensive force. It is the co-operation of the latter with our as being employees. He claimed the cotton coin and it won. In accordance with the rules, military forces at our ports which requires

The disposal of ships that have been sent into port during the manusures to await the decision of umpires on the results of an action in which they have taken part requires looking into. It is obvious that the crews of those ships which are adjudged to be permanently put out of action, and even of these that are temporarily debarred from rejoining their squadrons, lose a considerable portion of the instruction to be derived from the manceuvres. The following suggestion seems worthy of consideration. An equal number of vessels of each class which had been pronounced by the umpires to be out of action should be sent back to the respective fleets as reinforcements. and if the number from one fleet was greater than from the other, the surplus should be divided equally between the two fleets. Thus suppose Fleet X lost, or had permanently disabled, two battleships and four cruisers, and B Fleet four battleships and six cruisers, all X's ships should be sent back to it, plus one battleship and one cruiser of B's, while three battleships and five cruisers should be sent to B. The case of ships only temporarily disabled, or captured by overwhelming numbers, would be more complicated. but could be arranged for without much difficuity. As in actual war reinforcements would most probably be sent to each belligerent, as ships could be got ready, this would, to a great extent, represent what would take place in real warfare.—C. D. in To-Day.

#### EXPORT CARGOS.

Per steamer Stentor, sailed on the 4th September. For London: -504 3-chests tea from Amoy (particulars unknown), 485 boxes tea from Macae (particulars unknown), 1,109 boxes tea from Canton (particulars unknown), 6,581 boxes scented caper 138,201 lbs., 327 boxes congou 6,867 lbs., 2,241 bales hemp, 200 bales waste silk, 200 bales bombooware, 20 bales canes, 240 casks ginger, 1,750 cases preserves, 203 cases shell, 150 cases p. l. fans. 64 cases Chinaware, 9 cases cigars, 1 case plants, 190 pkgs. bulbs, 49 pkgs. sundries. For London opt. Manchester: -- 50 bales waste silk. For London opt. Goole.-135 bales pierced coccons. For London opt. Glasgow: -60 casks ginger. For Glasgow opt. London:-150 casks ginger. For sisted upon knowing just what it meant. Glasgow :- 99 casks ginger. For Liverpool :-6 pkgs. sundries. For London opt. Hamburg : -200 bales galangal, 279 bales canes, 100 bales Chinaroot. For Hamburg :- 8 cases shell.

\$12.00 PER DOZ THE BRST AT THE PRICE. PURE MELLOW

PRICE & CO.

\$12.00 PER DOZ.

12, QUEEN'S ROAD.

Hongkong, 10th October, 1901.

## ROBINSON

PIANO CO., LTD.

" WASHBURN" MANDOLINES.

> GUITARS. **BANJOS**

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TO CLEAR PRESENT STOCK. Hongkong, 3rd October, 1901. COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Bates.

WM: PARLANE

Heugkong, 17th February, 1899. MUAN WAH & CO.,

DEALERS IN MARBLE AND GRANITE **ITALIAN** MONUMENTS. DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong

TSANG FOO & CO. SAM WING: HING

COAL MÉRCHANTS No. 48. DES VŒUX ROAD CENTRAL. Telephone No. 329. Hongkong, 23rd September, 1901.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS SIEMSSEN & CO Hongkong 3rd October, 1900.

AU BON MARCHE. ADIES' and CHILDREN'S TAI-A LORS and DRESSMAKERS, Undertake also Gentlemen's Underwear and Household Needlework at Moderate Prices. No. 91, CAINE ROAD.

Hongkong, 7th October, 1901. FROM PORTSMITH TO PEKING VIA LADYSMITH WITH A NAVAL BRIGADE. ILLUSTRATED WITH FOUR MAPS.

On Sale at DAILY PRESS" OFFICE, LOCAL BOOK SELLERS, SOLDIERS' CLUB, SOLDIERS' and SAILORS' HOME, ROTAL NAVAL CANTEEN. Price \$1 per Copy Paper Covers; \$1.50 in

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Hongkong, 18th March, 1901 FOR SALE. FINE PROPERTY, in the PRACA DE LUIZ DE CAMORS, Nos. 5 and 7,

with GARDEN. Apply to-Mr. LOURENCO MARQUES, Nos. 3 & 4, Praga de Luis de Camoes.

Macao, 7th October, 1901. AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2ND BATT. ROYAL WELSH FUSILIERS

in the NORTH CHINA CAMPAIGN, 1900. Reprinted from the Hongkong Daily Press.

Price—10 cents per copy cash. Copies can be obtained at the Soldiers' Cinb. or of Booksellers Hongkong, 6th December, 1900.

FOR SALE TAMAR OF THE SIKIANG or WEST From Hongkong to Wuchowru,

Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897

for Offices. OFFICES and ROOMS on 1st and 2nd FLOORS. Beaconsfield Arcade. Also FURNISHED HOUSE at the Peak; possession on 1st November.

For Particulars, apply to— TURNER & CO. Hongkong, 10th October, 1901. NOTICE.

N and after the 1st October, 1901, the Cigar Factory of Manila known as the "MARIA CRISTINA," with all rights, has been Purchased and Formed into a Limited Company under the Style "MARIA CRISTINA" COMPANIA ANONIMA MANUFACTURERA, DE TABACOS Y CIGARRILLOS, LIMITED.

Until the issue of a new Tariff the Prices named in the Price-current of original Factory, dated 15th March, 1901, have been reduced 15% (fifteen per cent.).

Orders may be addressed through any commercial house in Manila or may be sent direct to the undersigned who have been appointed as Managing Directors of the new Company. Manila, 1st October, 1901. Maerkamp & CO.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

8.8. "BENLOMOND," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in formed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the

30th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBH, LIVINGSION & CO., Agents. Hongkong, 9th October, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON. PORT SAID, COLOMBO AND SINGAPORE. THE Company's Steamship

"SHINANO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless in structions are given to the contrary before 4 P.M., TO-DAY, 9th inst. Goods not cleared by the 16th inst. will

be subject to rent. No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 19th inst., or claims in connection therewith will not be recognised. NIPPON YUSEN KAISHA.

Hongkong, 9th October, 1901. FROM HAMBURG, BREMEN, ROTTER DAM. PORT SAID, PENANG AND SINGAPORE.

THE H.A.L. Steamship

Captain Foerck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

alongside. Optional Cargo will be forwarded unless notice to the contrary be given before NOON To-DAY, 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 15th inst. at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 9th October, 1901.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

SEGOVIA," Captain Foerck, will be despatched for the above ports on SATURDAY, the 12th inst. at Noon:

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 9th October, 1901.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers. Call Flag W.

J. W. KEW, Manager. 20, Des Vœux Road. Hongkong, 18th December, 1900.

CARTRIDGES! CARTRIDGES!!

TUST LANDED & NEW STOCK of ELEY'S and KYNOCH'S SPORT-ING CARTRIDGES and NEWCASTLE CHILLED SHOT. 20 BORE CARTRIDGES

WM. SCHMIDT & CO., Gunamiths. Hongkong, 3rd January, 1901.

ENTERTAINMENT

HONGKONG MISSIONS TO SEAMEN

CONCERT

will be given on WEDNESDAY, 16TH OCTOBER, AT 9 P.M. By THE MEMBERS OF ST. JOHN'S CATHEDRAL CHOIR, in the

HON. C. P. CHATER'S BUNGALOW. KOWLOON (Kindly lent for the occasion).

> SOLOISTS: MRS. LOWSON, MR. G. P. LAMMERT,

MARSH, BANDMASTER J. H. MOIR, R.W.F., AND OTHERS.

The Proceeds will be devoted to the local work of the Missions to Seamen.

Prices: Reserved Seats \$2, Unreserved Seats \$1 Tickets may be obtained from the ROBIN-

SON PIANO COMPANY, Revs. J. H. FRANCE and T. WRIGHT, and A. CUNNINGHAM, Hon. Sec., St. John's C. Choir.

HONGKONG HOCKEY CLUB.

Hongkong, 9th October, 1901.

THE ANNUAL GENERAL MEETING will be held (by Permission) in the PAVILION of the Hongkong CRICKET CLUB, TO-MORROW (FRIDAY), the 11th instant, at 5.15 P.M.

F. B. DEACON, Hon. Secretary. Hongkong, 8th October, 1901. JOHN BROWNHILL, DECEASED.

MARY BROWNHILL, DECEASED. NOTICE IS HEREBY GIVEN that all

Persons, Firms, or Companies having any Claim or Claims against the Estates or Effects of either of the above named deceased persons must send in the particulars of their respective Claims on or before the 8th DAY OF NOVEMBER next to the Administrator and Exscutor JAMES ROBERT MUDIE, whose address is at the Office of C. EWENS, Solicitor, 36, Queen's Road Central, Hongkong, after which said date the said Administrator and Executor will proceed to wind up and distribute both Estates. Dated this 8th day of October, 1901. [2563

NOTICE.

TF the American Citizen ELIJAH WHITNEY CROCKER is living and will communicate with me, he will receive valuable information. His Mother died in March, 1901.

Addréss— FREDERICK WHELDEN, Executor. MELROSE, MASS., U.S.A. Hongkong, 9th October, 1901.

WANTED. R. HIRTH'S DOCUMENTARY SERIES.

Both English and Chinese Text.

Answer to-T. E. C., Care of Daily Press Office. Hongkong, 9th October, 1901.

IMPERIAL BANK OF CHINA. WANTED.

N experienced man of business to act A 38 COMPRADORE from next China New Year. Full particulars can be obtained on applicaion to the undersigned. By Order of the Board of Directors.

E. W. RUTTER, Manager. Hongkong, 31st July, 1901. WANTED. ...

DOSITION as BOOKKEEPER, ASSIS-TANT or CLERK in an Office by Englishman. Age 25 years. Knowledge of Shipping and General Office Work. Good

References. BOX 25. Apply to— Care of Daily Press Office. Hongkong, 2nd October, 1901.

WANTED. CMART CHINESE CLERK Wanted. Good Handwriting. Some Experience. State if Typewriter. Good Position for an able

man. THE ROBINSON PIANO CO., LD.

Hongkong, 4th October, 1901.

NOTICE.

THE Undersigned will not be RESPONSI-BLE for any DEBTS contracted by his wife PALMYRA AUGUSTA TERCIÓ DA SILVA, and every person is hereby prohibited from giving her any Credit. JOÃO JOSE DAS DORES-BARROS. Hongkong, 3rd October, 1901. **[2540]** 

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS. CURIOS, JADESTONE OBNAMENTS. BRONZES and CARVED IVORY WARE. FINE SILKS and GRASSCLOTHS General Exporters of

ANISEED and CASSIA OILS, &c., &c., Stock always on Hand. AN INSPECTION IS RESPECTFULLY SOLICITED. Note.—We beg to announce that we also Buy all kinds of Curios at Moderate Prices. 1 & 3, D'AGUILAR STREET

(Behind Hongkong Dispensary). Hongkong, 18th April, 1901.

THE WANCHAI STORING COMPANY

RE now prepared to receive Goods for Storage in their Godowns, situate on PRAYA EAST (late McGregor Barracks). Landing and Shipping of Cargoes is facilitated by means of the spacious strong Pier lately constructed in front of these

Godewns. Terms Moderate. Apply for further particulars to GODOWNMAN ON PREMISES

BHEWAN, TOMES & CO.,

Hongkong, 10th August, 1901.

PUBLIC AUCTION. THE Undersigned has received instruc-Hone to Sell by Public Auction,

TO-DAY (THURSDAY). the 10th OCTOBER, 1901, at 11 A.M., On board. The British Ship "CELESTE BURRILL (Reg. tons 1,764, carrying capacity 2,908

Tons dead weight), now lying at anchor ... near Stonecutters' Island.

The HULL and SPARS with I ANCHOR and CHAIN in ONE Lot, the SAILS. GEAR, TACKLE and remaining APPUR-TENANCES in separate Lots. A Launch will leave Blake Pier at 10.30 a.m. to convey intending purchasers. TREMS,—Cash on delivery. All Lots to be at purchaser's risk on fall of hammer.

GEO. P. LAMMERT. Auctioneer. Hongkong, 3rd October, 1901. \_\_\_\_ [2519 PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED.

TO-DAY (THURSDAY). the 10th October at 11 A.M., at their Sales Rooms, 20. DES VIEUX ROAD. SUNDRY HOUSEHOLD FURNITURE,

DOUBLE and SINGLE IRON BED-STEADS with WIRE MATTRESSES. TEAKWOOD SIDEBOARD with GLASS. CAMPHORWOOD CHEST of DRAWERS, MARBLE-TOP WASHSTAND, TEAK WOOD WARDROBE with GLASS, DRESSING-TABLE, PICTURES, &c., &c.;

A Quantity of GOLD WATCHES, 1 Pair SILVER-BACKED BRUSHES, 2 SILVER BROOCHES, 1 SILVER CUP and SUN-DRY other JEWELLERY; 2 COPYING PRESSES, 14 IRON

SAFES (including one by Phillips and Son, Birmingham). TERMS: - As usual. HUGHES & HOUGH,

Auctioneers. Hongkong, 9th October, 1901.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Base Commissariat Officer, to sell by Public Auction, attached TO-MORROW (FRIDAY). the 11th OCTOBER, 1901, at 2.30 P.M., at

the BASE COMMISSARIAT DEPOT, NEW PARADE GROUND. One LARGE MATSHED, One OFFICE MATSHED, One STABLE MATSHED, One SMALL MATSHED, Four SENTRY BOX MATSHEDS;

A Quantity of Unserviceable TARPAU LINS, CRUSHED OATS, and LOOSE HAY, &c.;

One TABLE, 3 CHAIRS, 3 PUNKAHS and 50 WARM COATS.

TERMS :- As usual HUGHES & HOUGH, Government Auctioneers. Hongkong, 9th October, 1901.

PUBLIC COMPANIES UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, Hongkong, THIS DAY (THURSDAY), the 10th October, 1901, at NCON, for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive. By Order of the Board.

W. J. SAUNDERS, Secretary. Hongkong, 20th September, 1901. CANTON INSURANCE OFFICE,

LIMITED. NOTICE TO SHAREHOLDERS.

TWENTIETH ORDINARY [2507 | **FILE** ] GENERAL MEETING of SHARE HOLDERS will be held at the OFFICES of the Undersigned at 12 O'CLOCK (NOON), on THURSDAY, the 17th instant. The TRANSFER BOOKS of the Company will be CLOSED-from-the-3rd-to-the-17th-

instant, both days inclusive. JARDINE, MATHESON & CO.. General Agents.

Canton Insurance Office, Limited. Hongkong, 26th September, 1901.

NOTICES OF FIRMS

NOTICE.

THE INTEREST and RESPONSIBILITY OF Mr. A. von PUSTAU in our Firm. ceased by mutual consent on the 30th September. LAUTS, WEGENER & CO. Hongkong-Canton, 1st October, 1901. 12490 NOTICE.

HAVE This Day established myself in Canton as MERCHANT and COMMIS-SION AGENT under the name and style of

W' L'ODIVO' A. von PUSTAU. Canton, 1st October, 1901. [249]THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

URING my absence and until further I notice Mr. MOWBRAY STAFFORD NORTHCOTE has been appointed ACTING SECRETARY. By Order of the Board of Directors,

A. SHELTON HOOPER, Hongkong, 28th September, 1901.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

R. WILLIAM BASIL DIXON has This Day assumed Charge as CHIEF MANAGER. By Order of the Board of Directors. R. SHEWAN. Chairman. Hongkong, 27th September, 1991.

TO LET.

TO. 1. STEWART TERRACE, the Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., L.D. Hongkong, 17th July, 1901.

TO LET. SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHE-SON STREET. Apply to—

CARLOWITZ & CO., Sales Office. Hongkong, 10th September, 1901. TO LET.

ODOWN, No. 5A, DUDDELL STREET Apply to-THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD.:

Hongkong, 5th July, 1901.

TO LET. THE "STILLINGFLETE," Peak Road, 6 ROOMED HOUSE. Apply to-ARRATOON V. APCAR & CO.,

45. Wyndham Street. Hongkong, 4th October, 1901. TO LET. NEWLY ERECTED HOUSE at the East of Race-course.

Apply to-NG YUEN HING. No. 9, Queen's Street, West Point. Hongkong, 30th September, 1901.

TO LET. 12 EUROPEAN HOUSES, Nos. 14, 18, 22, 26, 28, 30, 34, 36, 38, 42, 44, and 46, LEIGHTON HILL ROAD.

Apply to-THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD., · No. 8, Queen's Road West. Hongkong, 5th October, 1901.

TO LET SHORTLY.

TIOUSES (now in course of erection and III nearing completion) in a first-class business locality. DES VŒUX ROAD CENTRAL, next to A Tack's Furniture Store. Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to-J. S. LEE & CO., Care of WING CHEONG TAL 240. Des Voux Road West Hongkong, 5th October, 1901. TO LET.

ST, 2ND and 3RD FLOORS of No. 35, L QUEEN'S ROAD CENTRAL, next to Mesers. Liane, Crawford & Co., now nearing Completion. Suitable for Offices. Apply to-

WING CHEONG, Nos. 1 & 3, D'Aguilar Street. Hongkong, 8th October, 1901. TO LET.

66 TERNSIDE," No. 37, ROBINSON ROAD. Apply to-S. A. RAMJAHN, Care of Thomas's Grill Room. Hongkong, 1st August, 1901.

TO RENT. WELL-FURNISHED ROOM with BATH and BOARD. Appointments First-class. House well located. Apply to-

"HAMMOND," Care of Daily Press Office. Hongkong, 28th September, 1901. TO LET.

HOUSE in RIPON TERRACE.

"THE RETREAT," MOUNT KELLETT. Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 13th July, 1901. TO LET.

TITHE GODOWN in WEST THE GODOWN in WEST POINT A. J. Raymond, Esq. H. W. Slade, Esq. (Kennedy Town) known as Feather R. L. Richardson Esq. H. E. Tomkins, Esq. Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ld. For particulars, apply to-LAUTS, WEGENER & CO. Hongkong, 9th July, 1901.

TO LET. TOOMS suitable for OFFICES, a few minutes walk from the Supreme Court.

Apply--Care of Daily Press Office. Hongkong, 7th October, 1901.

TO LET. NOS. 1 to 8, WILD DELL, WANCHAI ROAD. ROAD. Apply to-

SANG KEE, 298, Des Voeux Road Central. Hongkong, 16th August, 1901. BOARD AND RESIDENCE.

RS. GILLANDERS "GLENWOOD," 21, CALNE RCAD. Hongkong, 20th September, 1900.

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John D. Humphreys & son: General Managers. Hougkong, 1st February, 1901

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BY AN OLD FOORY.

BBAVO, PRY AND ABEL I am not a seer, nor the son of a seer, and cannot tell by what happy circumstance I was led last week to devote the greater portion of rod my jottings to Charles Fry; but when I saw that the old Oxonian had scored five hundreds in succession, and had brought his aggregate for the cricket season beyond 3,000, I rejoiced greatly because those who peruse these jettings could learn all about the hero of the hour. But my gratification was far beyond a mere personal pleasure, for my inmost soul had been vexed for quite two years. Let me be candid l am a great admirer of Ranji, just as I render 194 homage to the Australians, but I did not like to see a cherished record of an essentially English game held by an Indian Prince any more than I reliah the fact that at present the good folk who live under the Southern Cross can boast of the champion cricket team of the world. When England will re-assert her supremacy over Australia I cannot say, but for the time being it is sufficient for me to know that Ranji can no longer say he is the only batsman who has rattled up his 3,00 runs in a season In 1899 the captain of Sussex made 3.159 runsworld's record, as the Americans say, for any season-and last year the Oriental compiled 3,065 It was galling to think that in these days of Nottingham marl artificial wickets we had not a white man with sufficient skill to reach 3,000: But Fry, on August 30th, passed beyond 3,000, and within three-quarters of an hour Bobbie Abel, for the first time in his astounding career. achieved the same feat. This was the cause of my jubilation, although I should like to observe right here that I am no great admirer of the colossal scoring of these latter days. Many of these runs are absolutely useless, and I far prefer smaller innings and a decisive issue every time. However, I do not wish to leave my point—that the great Ranji now holds one record less. Moreover, both Fry and Abel secured their 3,000 runs during what I may term without offence the strictly legitimate season, and they had not to go to the seaside to take part in scratch matches and scrape and potter about to reach this floodmark. There have been such things as cricketers being given chances in these Scarborough and Hastings matches to reach their thousand runs and take their hundredth wicket. For instance, a Scarborough in 1898 Cuttell was 997 when he went in a second time for the Players against the Gentlemen, and he fiddled about until he had made six, which made him 1,003, when he had already secured his hundred wickets Again at Hastings Charles Townsend was allowed to bowl more than 54 evers for th Home Counties against the Rest of England in order that he might capture his hundredth victim with the ball." He did so, although the kindness of his captain meant over 30 rans per wicket to his side. There has been nothing of this sort about the performances of Fry and Abel, for have they not made their aggregates in the full flush of county cricket? All honour to them for their triumphs, especially to & bel

who is now in his forty-second year.

HEAVY SCORING AND THE REMEDY. Now that three men have each totalled ove 3,000 runs in one season, now that Fry and Abel have each hit twelve hundreds in one ampaign, and now that Fry has made-fiv consecutive "hundreds" is it not really time to consider the heavy run-getting of these times In 1850 one man, George Parr, the yeoman, the old Lion of the North, alone reached 1,000 to be exact 1,287. In 1860 Tom Hayward the nucle of the present Tom Hayward, made 1,017, in 1870 W. G. Grace notched 1,808, and even in 1880 the late Billy Barnes alone attain ed four figures. Coming nearer still-1890-Gunn, Shrewsbury, Grace, Walter Read, and the late George Ulyett each exceeded the thousand Of course between 1850 and 1890 there were some others who scored so freely; but I have taken each decade year just to show that up t quite modern times the batsmen who registered 1,000 notches were comparatively few. Ther the lawn mower, the red marl of Nottingham, and the artificial wicket preparers began to influence the game. Long strings of players left 1,000 in the rear, until last year (1900) when no fewer than 45 did so, and included in these was Ranji, with over 3,000, and four others over 2,000 Up to and including last Saturday, August Slat-and the season is not yet over-no fewer than 58 batemen had made over 1,000 runs, in clusive of two over 3,000, and four over 2,000 We have not finished yet, and it is worthy of note that the first twenty mon in the batting averages are all credited with more than four figures. Surely runs are cheaper than ever and the 1,000 runs mark has ceased to be distinction at all. With all the cricket nov played, and with the groundman working every hour for the batsmen, he is a very poor exponent of the art of run-getting who cannot get 1,000 P But we have not 20 men who have each captured 100 wickets. Really I wonde that we have any bowlers with sufficient per severance to get one hundred victims, for everything in England is being done to kill bowling. The groundmen and the batsmen are in an evil alliance, while the public seldom if ever think of the sorrows of the bowler. But becomething will have to be done during the winter, and I should not be surprised in the least if there was a great wave of cricket reform. My experience this summer, and have seen cricket daily when the game has been played, is certainly driving me to the conclusion that there must be a change. was intended, I believe, to have tried the proposed new law of leg-before-wicket during match between the Band of Brothers and Kent Club and Ground, but the weather was un propitious. I am not in favour of altering the

implements of the game, and the difficulty of

the proposed change in the rule as to leg-before

2844 | presents a problem to the umpire was will as

I urged in the spring, find it exceedingly hard f 6th, 1885, and that he began winning prines to gauge the extent of the break on the ball. I have argued before and I should like to do so again, in favour of perfectly natural wickets without dressings; but really everybody would be at the mercy of the groundman and his honesty. This might be great or might be small. Who can tell? What then is the remedy I suggest. I confess it is a terrible problem, but it appears to me that a time limit for every innings would be the best solution. We give an hour and half to a football match, and we see the best of sport. Why cannot we say that a county or a first-class match in this country shall extend over so many hours, and that no innings shall last more than so long a period, and that if it was not finished in that time it must necessarily be closed. Many other of our diversions are regulated by time, and in the whole realm of games I know none where there is so much unpunctuality, so much time wasted and frittered away as in cricket. There might be no such thing as a clock on some gounds, and if there is one it performs extraordinary vagaries-such as the pavilion clocks at-well, I won't say where; the task of filling up the blanks I'd rather leave to you. Thus, then, with such energy and intelligence as I am endowed with, I shall agitate for a time limit for a match, and for each innings, because it appears to me a sensible mode of procedure, and not nearly so revolutionary as nearly all the other proposed changes. Let us then unite in an endeavour to bring the authorities to make cricket as far as possible a game which takes cognisance of the way the hands move round-

THE FOOTBALL CAMPAIGN.

tion football season, for the Rugby Union

player will not be busy until October has come

We have now entered upon another Associa-

the clock dial.

along. Several points have struck me as important. First of all, it is very gratifying to find that few men-from over the border have been brought south to reinforce the League clubs, and especially those in the First Division This is satisfactory, for the aim and object of the League should be to encourage English players. It is curious, too, to note that many of the professionals who a while since were very anxious to escape to the south, have been very glad to return to the north. Indeed, it is quite a curiosity that thirty paid men have forsaken the south and distributed themselves with Manchester City, Grimsby Town, Aston Villa, Notts, Bolton Wanderers, Everton, Blackburn Royers, Bury, Derby County, Liverpool, Newcastle, Sheifield Wednesday, Small Heath and Wolverhampton Wanderers. Again I see it stated in a leading football paper that no fewer than ten Southern League players have joined Lincolnshire clubs for this winter. In the face of these facts, what then becomes of all the high falutin nonsense which has been written in the Southern newspapers about the bondage of the League, the iniquity of the transfer system, and "white slavery"—to say nothing of that stupid expression applied to football-"the traffic in flesh and blood." Do you suppose that these mon who have returned to the League, or are entering its ranks for the first time, do not know all about what they are doing? Men do not espouse slavery and bondage with their eyes shut. This season is traught with great importance to many clubs and players because it is the first in which the wages limit of £4 a week is brought into operation, and because the hateful bonus system has been swept away. The plan of allowing clubs to pay what they liked was wrong from the beginning; and this I strictly maintained long before the new law was passed. But apart from this radical change which so intimately concerns the good government and the existence of some clubs, there are alterations in the law -which every spectator should master. Remember that the goalseeper cannot be charged when in the act of saving his goal, out he can be charged when the batt is in his possession, or when he is obstructing an anungonist, or at any time when he has passed outside those six yards semi-circles which are drawn from the two goal posts. Thus, I take it, if a goalkeeper moves out to save his charge and he is beyond those semi-circles he can be treated the same as any other player, even if he be in the act of repelling the ball. It strikes me that referees are going to have work to do, and that they must keep well up with the ball, especially when nearing goal. The penalty kick rule has been made severer than ever with the landable idea of suppressing foul play. Formerly a penalty kick was necessary for tripping or handling the ball inside the twelve-yards line. Now, a player must not jump at an opponent, trip him or handle the ball with malice, that is intentional ly, without the full punishment being exacted. How a man could unintentionally jump at an opponent, I don't know. In the case of pushing, kicking, or charging an opponent from behind, the referee may please himself whether he gives a penalty or a free kick. In my opinion all the offences should be on a level, but we are progressing towards a clean game. And yet, some bigots say that football is rougher than ever. Why, nowadays you can hardly rub shoulders with your antagonist without the referee blowing his whistle. As yet it is too early to comment on the form of the campaign.

THE BOY BILLINGTON.

That wonderful boy, David Billington, of whom I told you so much last year, has again won the 1,000 yards' swimming championship of the Northern Counties of England in the see off Blackpool. In choppy water, with an ebb tide and a strong nor'-west breeze, Billington swall the whole distance with the trudgeon stroke. He preserved an admirable course and actually won by 100 yards in 15 mins. 46 and 4/5 accords—leaving the water as fresh as paint. Last year it will be recalled, he took 16 mins. 9 sees, so that the lad is evidently still improving. This is not his first victory this season, as he had already won the quartermile salt water championship—his first national success also by 100 yards. I may recall that this Lancashire lad was born at Bacup on July

when he was twelve. He is now only 5ft. 2in., but he has a chest measurement of over 30 inches, and wonderful powers of endurance. The youth is merely a cotton-weaver. He belongs to the county which has produced the champion swimmer of the world-Joey Nutfall.

ROYAL PATRONAGE OF LAWN TENNIS. It is very interesting to see that the King of Portugal has invited a team of English lawn tennis players over to Lisbon to give a series of games in his handsome capital. The kings of old used to be great patrons of the royal wall game of tennis from which lawn tennis has been adopted-but it has been reserved for a modern monarch to bestow such marked favour on one of the most beautiful and exhibarating pastimes yet devised by the ingenuity of man, and I rejoice at this. But the King of Portugal is not the only occupant of a throne who plays lawn tennis, and encourages it, for the Tsar is very fond of this recreation, and even the German Emperor has encouraged it amongst the officers of his army. Did he not years ago point out that it was better than gambling? Many great men in this country dote on even lawn tennis, and I remember one of His Majesty's judges confessing that he played once a week for an hour before taking his seat on the Bench. What a judge! He knew what was good for him. London, 7th September.

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh. &c.

Telegraphic Address for all the Offices: "MITSUL."

A.B.C.-and A I Codes used.

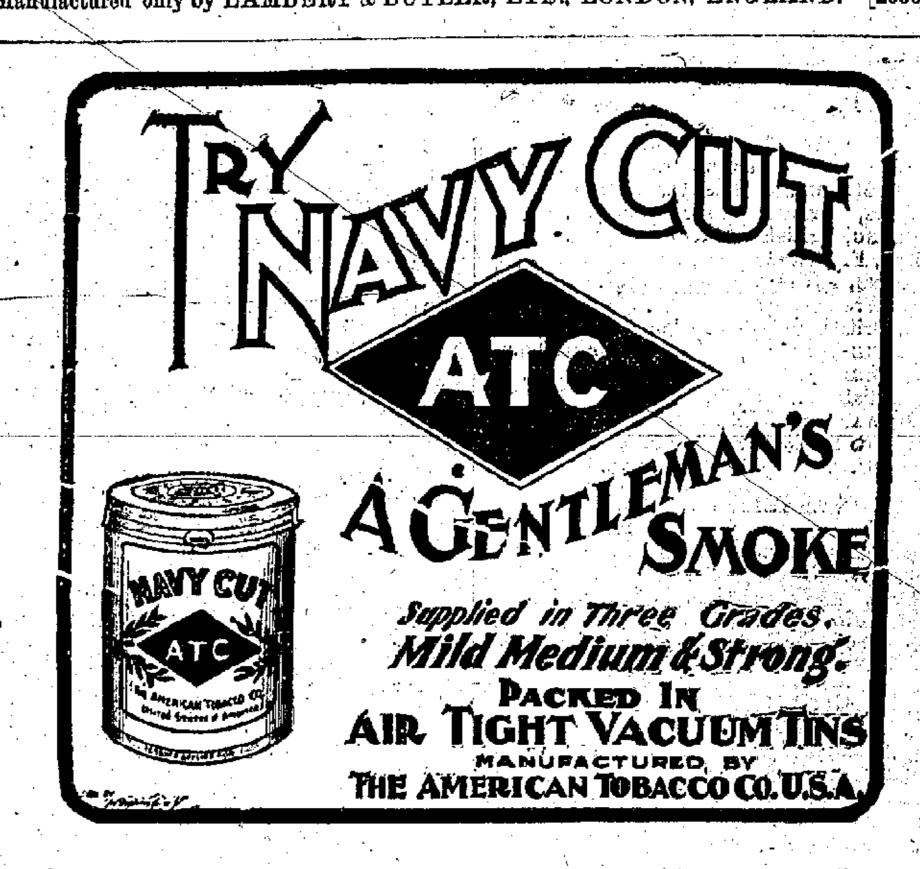
CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichimuru, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tehmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunekibara, and other Coal Mines. N. INUZUKA, Manager.

Hongkong, 1st August, 1901.



Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1





From Naval Yard to East Point.

#### VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon What k.w., together with the number denoting the section. 3, From Blake Pier to Naval Yard. 1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

2. From Harbour	Master's to Blake Pier.		· 		FOR PRESENT APPLY TO	TO BE DESPATCHED
DESTINATION	VERSEL'S NAME	PLAG & BIG	BERTH	CAPTAIN	TO PARISH TAREAU	Later Barrier Barrier
	Barines.	Brit, str	2 m.	J. Chellen, R.N.B	P. & O. S. N. Co	On 12th inst., at Noon.
LONDON, &c., VIA PORTS OF CALL	PALAWAN	Brit. str	2 711.	***************	BUTTERFIELD & SWIRE	On 15th inst.
TAINDON	CANTON	Brit. str	2 m.	C.F.Lockstone, B.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON	CALCHAS	Brit. str	2 m.	************	BUTTERFIELD & SWIRE	On 29th inst.
TONDON	NESTOR	Brit. str	2 m.	***************	BUTTERPIELD & SWIRE	On 12th November.
	MACHAON		2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON LONDON & ANTWERP VIA MARSEILLES, &c.	AWA MARU	Jap. str	2 m.	R. Trent	NIPPON YUSBN KATERIA	On 1st Nov., at Daylight. On 15th inst.
LONDON & ANTWERP VIA MARSEILLING, CO.	Ulysses	Brit.str	2 m.		Butterfield & Swife	On 15th November.
LIVERPOOL DIEECT	T	l T)	2 m.	***********	<b>                                    </b>	On 16th inst., at Noon.
LIVERPOOL DIRECT	<b>.</b>	Ger. str	2 m,			
BREMEN. VIA POBTS OF CALL	LAOS	Fron. str	k. 10,	Riquier	MESSAGERIES MARITIMES	
MARSEILLES, &c., VIA POETS OF CALL	HAKATA MARU	Jap. str	2 m.	F. L. Sommer	! TT	
	Königsberg		2 m.	Christiansen	HAMBURG-AMERIKA LINIE	
HAVRE, BREMEN & HAMBURG	BAMBERG	Miles Albert	2 m.	Zurbonsen	HAMBURG-AMEBIKA LINIE	On 16th November.
HAVRE & HAMBURG	SEGOVIA	l (19	2 m.	Foerek	Hamburg-Amerika Linie	On 30th November.
HAVRE, BREMEN & HAMBURG	MARBURG		2 m.	Zachariae	HAMBURG-AMERIKA LINIE	
HAVRE & HAMBURG	SUEVIA		k. w.	Borek	HAMBURG AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG				Mayer	1 M 444 )	On 17th inst.
HAVRE & HAMBURG	TRIESTE		K. 10.	A. Mitis		
TRIESTE VIA SINGAPORE, &c.,	STATE OF MAINE	Amr.ship	k. w.	Kendall	CARLOWITZ & Co.	1 - 2
NEW YORK	SATSUMA	Brit. str	2 m.	**********	Dodwell & Co., Limited	On on about 95th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TELETICA	Amr. ship:	, 1 m.	*****************	SHEWAN, TOMES & Co	On 20th inst
NEW YORK	1 4	Ger. str	2 m.			On 10th November
NEW YORK		1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 *	1 m	A. Smith		On 15th December.
NEW YORK VIA SUEZ CANAL	ASAMA	1 TD_04 - 4-	. k. w.	F. F. Bement	SHEWAN, TOMES & Go.	
NEW YORK VIA SUEZ CANAL	EMPRESS OF CHINA	Brit. str			CANADIAN PACIFIC R. Co	
VANCOUVER, VIA SHANGHAI, &cVANCOUVER VIA SHANGHAI, &c.		1 T3 4 4 - · ·		E. Beetham, R.N.R.,	The second of th	
VANCOUVER VIA SHANGHAI, de VICTORIA, B.C., & TACOMA VIA SHANGHAI, de	1 4 10 10 mars 100 mars 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1	Brit. str		J. Panton	TT TF TT	
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C	KINSHIU MARU	. Jap. str	. 2 h.	P. L. Pyne	A O A STREET AND	
PORTLAND (OR.) VIA SHANGHAI, &c		, Brit. str	$\mathbb{Z}[m]$		D M G G CA	
		, Amr. str	_		Born Verman V Leave	
SAN FRANCISCO VIA MOST SAN FRANCISCO VIA AMOY, SHANGHAI, &c	HONGKONG MARU	, Jap. str	, .		The second secon	
BAN DIEGO, &o., VIA MOJI, &c.	STRATHGYLE			Talus	G * *- Go	
AUSTRALIAN PORTS		Brit. str	1	Helms	**************************************	
AUSTRALIAN PORTS	YAWATA MARU	, Jap. str	$\frac{1}{2}m$	A. E. Moses	December water F. Copper	
AUSTRALIAN PORTB	CHINOTU	Brit. str		O C Talket P V D	P. & O. S. N. Co	
— — —	U AL ILA ILA ILA ILA ILA ILA ILA ILA ILA	. Brit. str	1		TT	i
		Ger. str	I	Foerck	**	
KOBE & YOKOHAMA	Market Ma	1 _ 1	•	E. F. Cape	**************************************	
KOBE & YOKOHAMA	HITACHI MARU	, Jap. str	1 k. w.	J. Anderson	The same of the sa	1
NAGASAKI, KOBE & YOKOHAMA		Jap. str	$\frac{1}{2}$ m.	H. Fraser	The second of the Control of	
TIENTSIN				I	The second secon	On 12th inst.
CHEFOO & NEWCHWANG	I	Brit. str	$z_m$	**************	Damenton I. Court	``
SHANGHAI	FOOCHOW	Brit. str.	$z_m$	D W What PN	P. & O. S. N. Co.	
SHANGHAI	COROMANDEL	Hrit. str	k, 10.	1	Detailer to the State of the St	
	14.20xLun Ove 14111			K. Suzuki	7.1	
A MANAGER AND A STATE A STATE AND AN AND A STATE AND AN ARCHITCH	. 24.25.4020.00	Jap. str			Service Detect on Wanger	On 23rd inst., at Daylight.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	. Jap. str	1 m.	S. Atsumi	Manager Description of the Control o	On 13th inst.
THE PROPERTY OF A SECURITY OF A SECURITY OF THE PROPERTY OF TH		Jap. str.	1 m.	J. Rattenbury		To-day, at 5 P.M.
MANILA VIA AMOY	, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,	د به سما	1 4		7 3f & A	To-morrow, at 4 P.M.
MANILA VIA AMOY	4	1 10-14	1 ^	Rolfo	December way of the Controls	
		randina di Paris di P		***************************************	The Database of the second of the contract of	
		Brit. str.		W Kori	``	To-morrow, at Noon.
		Jap. sur	$\frac{2m}{1}$	K. Kori	The second of the	On 12th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	BORMIDA	Ital. str.	! k.w.	I D. Costa	10]	· · · · · · · · · · · · · · · · · · ·
DUMDAL VIA CALIFORNIA					the state of the s	

#### SHIPPING.

ARRIVALS. Oct. 8, Shinano Maru, Japanese str., 3,835, W. H. Cope, London 10th Sept., General. -NIPPON YUSEN KAISHA. Oct. 9, Benlomond, British str., 1,752, Wm.

Hutton, Antwerp, London and Singapere 3rd Oct., General.—GIBB, LIVINGSTON Oct. 9, BygDo, Norwegian str., 771, Carlson, Hongay, Coals.—SANDER, WIELER & Co.

Oct. 9, CARTHAGE, British hospital-ship, 2,893, J. R. Lendon, E.N.E., Shanghai 6th October. Oct. 9, DIAMANTE, British str., 1,254, J. Rattenbury, Manila 5th Oct., Hemp.—SHEWAN, TOMES & Co.

Oct. 9. KWANGLEE, British str., 1,467, Lincoln, Canton 9th Oct., General.—CHINESE. Oct. 9. MICHAEL JEBSEN, German str., 710; J. Jessen, Haiphong and Hoihow 8th Oct.,

General.-A. R. MARTY. Oct. 9, PELAYO, British str., 1,100, Prynn, Singapore and Sumatra 1st Oct., Kerosine. -GEO, MCBAIN.

Oct. 9, PHRA CHOM KLAO, German str., 1,012, Goercken, Bangkok 2nd Oct., Rice and Meal.—MELCHERS & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

9th October. Anping Maru, Japanese str., for Swatow. Chunsang, British str., for Singapore. Hailan, French str., for Touron. Hailoony, British str., for Swatow. Hanoi, French str., for Hoihow. Obi, British str., for Moji. Ras Rowa, British str., for Shanghai. Tingsang, British str., for Shanghai.

DEPARTURES.

9th October. AMPING MARU, Japanese str., for Swatow. BAMBERG, German str., for Yokohama. CHUNBANG, British str., for Singapore. HATLAN, French str., for Touron. HAILOONG, British str., for Tamsui. HANOI, French str., for Heihow. ITEIA, British trapt., for Taku. JACOB DIEDERICHSEN, Ger. str., for Hollow. MARIE JEBSEN, German str., for Bangkok. OBI, British str., for Moji. RAS Rowa, British str., for Shanghai. TINGSANG, British str., for Shanghai. ZAVIRO, U.S. transport, for Manila.

> VESSELS IN DOCK. 9th October.

ABERDEEN DOCKS .-- Indrapura. KOWLOON DOCKS.—Canton River, Eleano Monterey, Cebu, H.M.S. Argonaut, Bakan Maru, Thales, Holstein. COSMOPOLITAN DOCK.-Albania, Saline Rickmers.

SHIPPING REPORTS. The British steamer Diamante, from Manila 5th Oct., had moderate northerly winds and sea, fine and clear weather, occasional squalls of rain. The British hospital-ship Carthage, from Shanghai 6th Oct., reports that she anchored off Gutzlaff Island on account of typhoon in China

VESSELS ON THE BERTH THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY. THE Company's Steamship

"DAIJIN MARU, Captain T. Ogata, will be despatched for the at ove ports on SUNDAY, the 13th inst. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Hongkong, 7th October, 1901. FOR NEW YORK.

HE 3/3 L.I.I. American ship

"STATE OF MAINE," Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO. Hongkong, 21st September, 1901.

## VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

" DIAMANTE, Captain J. Rattenbury, will be despatched as above TO-DAY, the 10th inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light. A Doctor is carried,

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 9th October, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

"YUENSANG." Captain Rolfe, will be despatched as above TO MORROW, the 11th inst., at 4 P.M. This Steamer has superior accommodation for First-class Passengers, is fitted with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 7th October, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS. THE Steamship

"PALAWAN," Captain J. Chellew, B.N.R., carrying His. Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 12th October, at Noon, taking passengers and cargo for the

above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for Lendon, &c., will be conveyed via

Bombay WITHOUT transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further particulars, apply to

H. A. RITCHIE, Superintendent. Hongkong, 30th September, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTING UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG. Having connection with Company's Mail Steamers to Aden, Surz, Port Said, Messina, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIA-TIC, LEVANTINE and SOUTH AMERICAN

PORTS up to CALLAO. Taking Cargo at through rates to Persian GULE and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and

MALAGA. THE Steumship

BORMIDA," Captain D. Costa, will be despatched as above on SATURDAM the 12th inst., at Noon. At Bombay the steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO.,

...Agenta. Hongkong, 9th October, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN, CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA. B.C.

PUNCTUALITY. SPEED. SAFETY. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION). "EMPRESS OF CHINA"...Comdr. R. Archibald, E.N.E....WEDNESDAY, 23rd Oct., 1901 \* " TARTAR," 4,425 Tons... Comdr. E. Beetham, E.N.R.... WEDNESDAY, 6th Nov., 1901 "EMPRESS OF INDIA".... Comdr. O. P. Marshall, R.N.R.. WEDNESDAY, 20th Nov., 1901

"EMPRESS OF JAPAN"...Comdr. H. Pybus, R.N.R. .....WEDNESDAY, 18th Dec., 1901 THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great

\*"ATHENIAN;" 3,882 Tons, Capt. H. Mowatt .......WEDNESDAY, 4th Dec., 1901

Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY | (Passing through the through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated.

by the Company, and their appointments and Cuisine are unexcelled. \* G SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,

taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pedder's Street. Hongkung, 1st October, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWEEP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, UPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

# SUBJECT TO ALTERATION.

CONTRACTOR S	DESTINATIONS.	SAILING I		Γ'
KOENIGSBERG	HAVRE, BREMEN & HAMBURG	On 19th Oct.	Freight and Passengers.	
Capt. Christiansen	(Calling at Singapore and Penang) (HAVRE & HAMBURG	On 2nd Nov.	Freight.	١,
Capt. Zurbensen	(Calling at Singapore and Celombo) HAVRE, BREMEN & HAMBURG	On 16th Nov.		ľ
SEGOVIA S	(Calling at Singapore and Penang)	<b>)</b>	Carlo Salar	ŀ
MARBURG	HAVRE & HAMBURG  (Calling at Singupore and Colombo)  HAVRE & HAMBURG	On 30th Nov.	Freight.	,
One Deed	(Calling at Singapore and Penang)	On take par		
NUERNBERG	HAVRE & HAMBURG	On 28th Dec.	Freight	
Capt. Mayor	ars, apply to			•
	1 TETTE - 1	THE BOXES LA		g '

HAMBURG-AMERIKA LINEE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 7th October, 1901.

## IMPDRIAL GERMAN MAIL

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZY PERT SAID, NAPLES, GENOA, ANTWERP, BREMENIHAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATIO SAILING DATES WEDNESDAY HAMBURG (Humburg-Amerika Linie) ... WEDNESDAY WEDNESDAY 5th Feb., 1902. WEDNESDAY HAMBURG (Hamburg-Amerika Linie) ....

ON WEDNESDAY, the 16th day of October, 190k at Noonethe Steamship CHAMBURG. of the Hamburg-Amerika Linie, Captain H. Magini with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at Naples and Ginda. Shipping Orders will be granted till Noon on Mounar, the 14th October, Cargo and Specie will be received on Board until 5 P.M. on Towariar, the 15th October, and Parcels will e received at the Agency's Office until Noon on Tursday, the 15th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewarderses.

Linen can be washed on board. For further Particulars, apply to

MELCHERS & CO. Agents. Hongkong, 4th October, 1901

# MAIL STEAMSHIP COMPANY

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION. the state of the state of the BAILING DATES. DESTINATIONS. STEAMERS. FRUDAT 1148, Octobers SHINANO MABU KOBE and YOKOHAMA BOMBAY, VIA SINGAPORE and PRIBIT, 11th October. KAGOSHIMA MARU ...... K. Kori HAKATA MABU ....... F. L. Sommer ...... NAGASAKI, KOBE and YOKO-) FRIDAY, 18th October, KAHUGA MARU..... H. Fraser ..... VICTORIA, B.C. and SEATTLE | SATCEDAY, 19th October, U.S.A. VIA SHANGHAI, MOJI, LANGER (1) KINSHIU MARU ..... P. L. Pyne KOBE & YOKOHAMA DEIDAY, 1 25th October. HITACHI MARU ..... KOBE and YOKOHAMA at DAYLIGHT. J. Anderson ..... SYDNEY and MELBOURNE, vis YAWATA MARU MANILA, THURSDAY ISLAND A. E. Moses ..... TOWNSVILLE and BRISBANE LONDON and ANTWERP, VIA MARSEILLES, SINGAPORE, FRIDAY, Let November, AWA MARU ..... PENANG, COLOMBO & PORT ( at DAYLIGHT. R. Trent

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the UBEAT NORTHERN RAILWAY and For further information as to Freight, Passage, Sailings, Lo., apply at the Company Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. MIHARA, Mahager

THEME Hongkong, 23rd September, 1901.

# PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. TO BAIL ON A A SHEMARKSC IF SHANGHAI ...... {COROMANDEL .........} About 12th } Freight or Passage. LONDON..... YOKOHAMA VIA SHANGHAI AND KOBE ..... PASSENGER SEASON 1902 Inland Sea)

For MARSEILLES, PLYMOUTH) ORIENTAL ..... 5,284 Tonis ... 2914 March. and LONDON DIRECT...... MALTA ..... 6.064 Ton ... STATE APPIL WITHOUT TRANSHIPMENT .......) For Further Particulars, apply to ILA RICHE CONTRACTOR C

Hougkoug, 28th September, 1901.

Superintendent

## NORTHERN PACIFIC STEAMSHIP CO.

SAILINGS FROM HONGKONG, VA SHANGHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA FOR VICTORIA, B.C., AND TACONA, ALLE STATES IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY TO THE TOTAL TOTAL THE MILITARY WASHINGTON

	· .	Steamer.	A	Топя.	Captain (1982 page Rropowde Salling
REALBRAR				1),UV1	J. Panton
GLENOGLI TACOMA	<b>8</b> ••••£•	** - *** ** * * * * * * * * * * * * * *		2,811	一点,这一个大大,他们也不是一个大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and FASTERN CHIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 252. Excellent accommodation. First-class Table. Docton and Stawleties carried 

HONGKONG TO NEW YORK BE The Railroad travelling is second to none on the American Continent; two trans continental trains daily from Tacoma; Dining Car is attached to trans continental trains day and night. TACOMA to NEW YORK in 41 days. Magnificent Scenery of the BOOKY and Ulstable Hous-TAINS. The YELLOWSTONE NATIONAL PARK FOULS.

HONGKONG TO VICTORIA AND TACOMA, 235. The best route to the KLONDYKE GOLD FIELDS; Frequent Sailings from Vierostan and TACOMA to DYEA and St. MICHAEL. Rates of Passage to other Points on application. A Special Rate allowed to members of Governments

For further information as to Passage or Freight.

Hongkong, 2nd October, 1901.

COURSE OF THE PARTY OF THE PART Crouseal & parts

LULU, and Passengers are allowed to break

Through Passage Tickets granted to Eng. land, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be SAIGON. obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail rcutes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of N MONDAY, the 21st October, 1901, £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of Chins and Japan, and to pany's Office. Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

REGULAR STEAMSHIP SERVICE TO Consular Invoices to accompany Cargo destined to points beyond San Francisco in the at 4 P.M. United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

> For further information as to passage and Freight, apply to the Agency of the Company.

GEO. ECKLEY, Acting Agent.

Hongkong, 18th September, 1901.

SHEWAN, TOMES & CO. S NEW YORK SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL. FOR NEW YORK VIA SUEZ CANAL. HE Steamship

"ASAMA"

Captain F. F. Bement, will be despatched for Captain A. Smith, will be despatched for the shove port on 10th November, 1901. For Freight, apply to

SHIWAN, TOMES & CO.,

Agenta \*

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 11th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES

OCCIDENTAL & ORIENTAL S.S. CO. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. SATURDAY, 19th October, at DAYLIGHT. 'CHINA" "DORIC". ..... TUESDAY, 29th October, at Noon, PERU" ..... TUESDAY, 12th November, at Noon. 'COPTIC" ...... WEDNESDAY, 20th November, at Noon, "CITY OF PEKING" ...... SATURDAY, 7th December, at Noon, "GAELIC"..... SATURDAY, 14th December, at Noon.

THE P. M. S.S. Co.'s Steamship "CHINA" will be despatched for SAN FRAN. CISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at DAYLIGHT, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO. LULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be

obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers helding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan. TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only)

are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan. RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months. will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original

port of embarkation. Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to 'Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond Ban Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is

less than \$100 U.S. gold. For further information as to Passage and Freight, apply to the Agency of the Companies,

Queen's Building. GEO. ECKLEY,

Hongkong, 8th October, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO. PONDICHERRY, MADRAS, CALCUTTA. DJIBOUTI, EGYPT, MARSEILLES. MEDITERRANEAN AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL AND RIVER PLATE

at 1 P.M., the Company's Steamship "LAOS." Captain Riquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon- | S.S. "STRATHGYLE" don as well as for Marseilles, and accepted in transit through Marseilles for the principal S.S. "THYRA" places of Europe.

Shipping Orders will be granted till Noon, THE Steamship "STRATHGYLE" will Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 20th Special rates (first class only) are granted to | they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Com-

> P. DE CHAMPMORIN, Acting Agent. Hongkong, 9th October, 1901.

EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, POETDAEWIN and QUEENS-LAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND, TABMANIA, &c.) THE Steamship

"AUSTRALIAN! Captain Helms, will be despatched for the above ports on THURSDAY, the 24th inst.,

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon N.B.—Return Tickets issued by this Company to and from Australia are available for

return by the steamers of the China Navigation Company and vice versa. For reight or Passage, apply to' GIBB, LIVINGSTON & CO.,

Hongkong, 4th October, 1901.

FOR NEW YORK. THE 3/3 A II American Ship

"MANUEL LLAGUNO" will load during October, sailing about 25th

ACTING AGENT. CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES. MEXICO, CENTRAL AND SOUTH AMERICA, &c.

..... On 20th October. 8.8. "KVARVEN" On 20th November... ..... On 15th December.

be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE October. (Parcels are not to be sent on board; and YOKOHAMA on SUNDAY, the 20th

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel Packages will be received at the Office until the same in full. Value of same is required.

time. All parcels should be marked to address Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

För further information as to Freight or Passage, apply to . BUTTERFIELD & SWIRE.

Hongkong, China and Japan. Hongkong, 8th October, 1901. UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & Co., HAMBURG.) FOR NEW YORK.

HE full-powered Steamship "CLAVERDALE" will be despatched for the above port on WEDNESDAY, 30th inst.

For Freight, apply to CARLOWITZ & CO., Agents. Hongkong, 28th September, 1901. NATAL LINE OF STEAMERS.

FILE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line [2546 are prepared to issue THROUGH BILLS. OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Bailings from

CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, DODWELL & CO., LIMITED, General Agents for China and Japan. Hougkong, 4th August, 1897.

NOTICES TO CONSIGNEES

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG," Captain Zurbonsen, having arrived from the above ports, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO DAY, 4th inst. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and

Kowleen Wharf and Godown Company, Limited, and stored at Consignees' risk and No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be Bygdo, Norwegian str., 771, Carlson, Oct. 9, subject to rent.

Sander, Wieler & Co All broken, chafed, and damaged Goods are Cebu, Amr. str., 648, Inchusagarri, Sept. 29, to be left in the Godowns, where they will be Brandao & Co examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 4th October, 1901.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"SACHSEN,"

OF THE NORDDEUTSCHER LLOYD, having arrived, Consigness of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowleen Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All-broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 8th inst., and THURSDAY, the 10th inst., at 9.30 A.M. All claims must reach us before the 17th inst., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents. Hongkong, 3rd October, 1901.

STEAMSHIP "SALAZIE." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

MONSIGNEES of Cargo from London ex s.s. Douro, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence de-

livery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 7th inst., requesting it to be landed here. Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after MONDAY, the 14th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before

the 14th inst., or they will not be recognised. All damaged puckages will be examined on MONDAY, the 14th inst., at 3 P.M. No Fire Insurance has been effected,

P. DE CHAMPMORIN. Acting Agent. Hongkong, 7th October, 1911.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamer

"RAS ROWA." FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Kongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised,

H. A. RITCHIE. Superintendent. Hongkong, 7th October, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED

Companies). NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. HE Steamship

"BORMIDA" having arrived from the above ports, Consignees of Cargo by her are hereby informed |-Reprinted from the "Hongkong Daily Press." that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 14th instant, will be subject to rent. Bills of Lading will be countersigned by CARLOWITZ & CO.,

Hongkong, 7th October, 1901.

DRINTING OF ALL KINDS at the most moderale prices at THE "DAILY PRESS" OFFICE All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEET contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour :--ALBANIA, British ship, Brownell.-Order. CELESTE BURRILL, British ship, Jefry,-

HELEN A. WYMAN, American ship, Vanhon. -Arnhold, Karberg & Co. STATE OF MAINE, American ship, Coloord .--Standard Oil Co. W. H. CONNER, American ship, Coloord .--

Standard Oil Co. HONGKONG.

STEAMERS. Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese Benlomond, British str., 1,752, Hutton, Oct. 9, Gibb, Livingston & Co Bormida, Italian steamer, 1,499, Costa, Oct. 5, Carlowitz & Co Chas. Rogier, Brit str., 1,292, Smith, Sept. 8, Јарапска

Chingtu, British str., 2,260, Lendbergh, Oct. 5, Butterfield & Swire | 2544 | Daphns, German str., 1,290, Schipper, Oct. 2, Siemssien & Co Diamante, British str., 1,225, Rattenbury, Get. 9, Shewan, Tomes & Co

Elcano, American str., 510, Altonaze, Sept. 3, Brandao & Co Empress of China. Brit. str., 3,003. Archibald. Oct. 1, C. P. R. Co Flandria, German str., 1,286, Eichbaum, Oct. 7. Siemssen & Co

Foochow, British str., 1,252, Smale, Oct. 7, Butterfield & Swire Haimun, British str., 636, Pasamore, Oct. 8, Douglas Lapraik & Co Hermes, Norwegian str., 849, Knulsen, Oct. 5, Sander, Wieler & Co Holstein, German str., 985, Ipland, Oct. 3, Jebsen & Co

Hongkong Maru, Jap. str., 6159, Filmer, Oct. 2, Toyo Kisen Kaisha Indrapura, British str., 3,152, Hollingsworth, Sent. 29, Allan Cameron Kaifong, British str., 1,024, Pennefather, Oct. 7. Butterfield & Swire Kate, Austrian str., 1,341, Vidossich, Oct. 7, Order

Kutsang, British str., 1,495, Selby, Oct. 6, Jardine, Matheson & Co Kwanglee, British str., 1,467, Lincoln, Oct. 7, Chinese Machew, German str., 995, Wendig, Oct. 7, Melchers & Co

Michael Jebsen, Ger. str., 710, Jessen, Oct. 9, Jebsen & Co Mongkut, German str., 859, Gotsche, Oct. Butterfield & Swire Nanshan, British str., 1,299. Jones, Oct. 3, Bradley & Co

Pelayo, British steamer, 1,100, Prynn, Oc.t 9, G. McBain Phra C. Klao, Ger. str., 1,011, Goercken, Oct. 9, Melchers & Co Protector, Norw. str., 1,669, Thorstenson, Oct.

8. East Asiatic Trading Co., Limited Sabine Rickmers, British str., 690, Nasbet, Oct. 8, Arnhold, Karberg & Co Sandakan, German str., 1,374, Brandstetter, Oct. 7, Melchers & Co Segovia, German str., 3.798, Forck, Oct. 8,

Hamburg-Amerika Linie Shinano Marn, Jap. str.. 3,835, Cope. Oct. 8, Nippon Yuson Kaisha Sishan, British str., 852, Holton, Oct. 8, Bradley & Co. Taichiow, German str., 862, Reher, Oct. 4,

Butterfield & Swire Taifu. German str., 1,065, Martens, Oct. 2, Chinese Telemachus, Brit. str., 1,379, Williamson, Oct. 5. Chinese

Thales, British steamer, 836, Robson, Oct. 4, Peuglas Lapraik & Co Victoria, American str., 2,112, Panton, Aug. 1. Dodwell & Co., Limited Yedo Maru, Jap. str., 1,069, Nakagawa, Oct. 5,

Chinese Zweens, British str., 1,115, Nesbitt, Oct. 8 Chinese BAILING VESSBLS.

Albania, British ship, 1,438, Brownell, Sept. 26. Celeste Burrill, British ship, 1,764, Jefry. May Geo. Valentine, French bk., 766, Harbert, Aug. 23. Order

Helen A. Wyman, Amr. ship, 1,664, Vanhen, Sept. 10. Arnhold, Karberg & Co Kentmere. British ship, 2,347, Bandy, Sept. 19, Standard Oil & Co Launberga, Brit. bark, 1,215, McDougall, Aug. 14. Master

Lucia, British barque, 640, Andersen, Oct. 2. Mastar Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Stundard Oil Co Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master

State of Maine, Amr. ship, 1,467, Colcord, Sept. 8. Standard Oil Co W. H. Conner, Amr. ship, 1,525, Colcord, Septs 26. Standard Oil Co

ON SALE.

DEMY OCTAVO, p.p. 248, Price, \$2.50. TATARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. FETHERSTONHAUGH.

Office, and to be had from all Booksellers. Hongkong, 12th December, 1894. DROVINCE OF SHANTUNG.

Published at Hongkong Daily Prings.

ITS TRADE, POPULATION AND FUTURE PROSPECTS. BY M. O'S.

Price, 50 cents Cash. Messrs. Kelly & Walsh or Daily Press Office. Hongkong, Slst January, 1900.

FOR SALE. FIFTY YEARS OF PROGRESS.

THE JUBILEE of HONGKONG BRITISH CROWN COLONY. BEING AN

HISTORICAL SKETCH TO-WHICH IS ADDED AN ACCOUNT OF THECEDEBRATIONS

21st to 24th January, 1891. AND A

DESCRIPTION OF THE INDUSTRIES OF THE COLONY. Royal 8vo, 48 pages. Price 81. Cash

The Booksellers or Daily Press Office. Hongkong, 27th January 1891.

SHEWAN, TOMES & CO.,

the above port on the loth December, 1901.

Hongkong, 3rd October, 1901.

HE Company's Steamship

apply to

on THUESDAY, the 17th instant.

Hongkong, 30th September, 1901.

THE Company's Steamship

For Freight or Passage, apply to

Hongkong, 9th October, 1901.

October at DAYLIGHT.

"SATSUMA".

LENNOX"

ORONSAY"

"HILLGLEN"

"LOWTHER CASTLE"

Hongkong, 4th October, 1901.

"KURDISTAN"

AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY.

STEAM FOR

COLOMBO, ADEN, SUEZ, PORT

SAID. FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS.

to Houte Avrica, Madkas, Persian

GULP, RED SEA, BLACK SEA, LEVANT,

MALTA, VENICE & ADEIATIC PORTS.)

"TRIESTE,"

Captain A. Mitis will be despatched as above

THE OSAKA SHOSEN KAISHA

MINIMD.

FOR FOOCHOW WIA BWATOW AND

"ANPING MARU!

Captain S. Atsumi, will be despatched for the

above ports on WEDNESDAY, the 23rd

THE MITSUI BUSSAN KAISHA.

NEWSTORK

VIA PORTS AND SURZ CHALL

PROPOSED SAILINGS FROM HONGKONG.

RICHMOND CASTLE, End of November.

For Freight and further information, apply to

DODWELL & CO., LD.,

On 26th October.

On 5th November.

On 20th November.

For information as to Passage and Freight.

SANDER, WIELER & CO.,

SINGAPORE: BENANG, CALCUTTA

For Freight apply 40

THE Steamship

Hongkong, 24th September, 1961.

Also FOOCHOW LACQUERED WARE,

FURNITURE on HIRE.

Hongkong, 1st May, 1901.

68, QUEEN'S ROAD CENTRAL.

Is also prepared to purchase used Postage

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15 to 25 per cent. Discount Allowed. [1396]

STAMPS in Large or Small Quantities for Cash.

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Road Central, City of Tictoris, Hongkong London Office, 131, Flast Street, 12.0.

from San Francisco to the 20th ult. via Hono-

Inlu, has arrived at Yokohama, and will leave

for this port this morning, the 10th inst. via

The T.K.K. steamer Nippen Maru, with

mails, &c., left San Francisco for this port via

Honolulu, Yokohama, Inland Sea, Kobe, Naga-

Inland Sea, Kobe, Nagasaki and Shanghai.

saki and Shanghai, on the 27th alt.

THE Undersigned, being closely connected

with the leading MILLS at PORT.

LAND and PUGET SOUND, are always pre-

pared to book orders for any specifications at

Hongkong, 14th February, 1901.

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